

The National Locksmith®

January 2005
Volume 76
No. 1
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Solving The Padlock Puzzle

Applications & Specifications

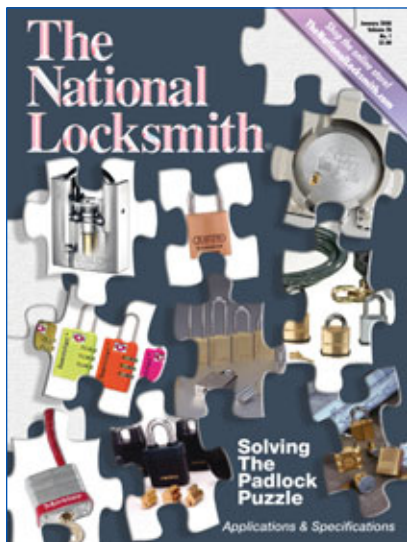
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On The Cover...



For years the benchmark names in padlock security have been Abus, Abloy, American, CCL, Federal, Kryptonite, Master and Medeco. If you have a security need, they have a padlock that can fulfill the requirement.

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IN THE WAR ON CRIME,
YOU DON'T NEED A PADLOCK,
YOU NEED AN ARSENAL.

You're constantly fighting crime on many fronts. That's why we manufacture a complete line of commercial padlocks, each one tough enough to be called a Master Lock. It's the name trusted the world over for quality padlock security. Whether you're battling theft, unauthorized entry or the elements, we can arm you with a solid solution for any industrial application, even safety lockout. So make our commercial line your first line of defense. For more information, contact your local distributor, or call 1-800-308-9244.



Master Lock.

Circle 230 on Rapid Reply

COMMENTARY



Doctor Superglue Meets Captain Locksmith

It seems like the evil Doctor Superglue has returned from planet Solvent to take on his archrival, Captain Locksmith. Newspapers around the country are reporting a massive Superglue attack on retail businesses. Unlike previous incidents, this one seem to be timed at the worst possible moment...the beginning of the busy holiday shopping season.

The Advertiser of Lafayette, LA reported this incident that took place in their town on Black Friday. Black Friday is the day after Thanksgiving and marks the start of the shopping season.

LAFAYETTE - Police said Monday they have few clues that point to the vandal, or vandals, responsible for gluing shut locks on roughly 40 businesses on one of the busiest shopping days of the year.

"Basically, we're not looking at a lot of evidence," said Lafayette Police spokesman Mark Francis. "This is one of those situations where we're hoping someone saw something."

Managers at stores near the intersection of Ambassador Caffery Parkway and Johnston Street arrived early Friday morning to find glue hardened in their door locks - a situation that soon led to long lines of frustrated holiday shoppers trying to get an early start on gift-buying.

"It cost me an hour of sales and the hours of 15 employees standing outside the door," said manager Joey Theriot of Barnes & Noble Booksellers, 5705 Johnston St.

What's more, Theriot said, he had to call a locksmith to replace every lock in the building.

"That's incredible that someone could do all this," Theriot said.

Francis said more than 40 business were probably vandalized.

"But we don't think everyone called the police. Some might have just called a locksmith," he said.

And while you're on the job, be darned careful, especially when entering properties for lock outs. An Armore, Oklahoma newspaper reported on a locksmith call gone terribly wrong.

Everything seemed normal. When the locksmith arrived, a man was sitting on the front porch in his houseshoes with a cell phone claiming he had locked himself out of the house.

He called Bill Griffith, owner of Bill's Mobile Lock Shop. Griffith let the man inside the house, telling him he had three minutes to meet him back at the door with some kind of proof he lived there or the police would be there in five minutes.

A gunshot rang out and the man came running out of the house.

"It was his cousin's house and he was trying to burglarize it," Griffith said. "He thought (his cousin) was supposed to be gone for the weekend. He ended up getting shot. The homeowner was in there asleep."

"When I heard the shot, he came running out of the house and down the street," Griffith added. "As soon as the shot went off I called 911 on my cell phone. That was a hectic night and it made me a lot more cautious."

You never know quite what you may encounter when entering on a lockout. If you have any doubts, then call the police and have them meet you at the property. It's good to be a hero to the customer. But we're not really superheroes with invincible powers. I hope we don't need bulletproof vests hanging off our keyboards.

Marc Goldberg



Have questions? Want free technical help?
Free Locksmith Forums!

www.TheNationalLocksmith.com

Marc Goldberg
Publisher

Mango's Message

Kryptonite Meets Its Match

It was tough enough to bring Superman to his knees, but it wasn't tough enough to thwart a BIC pen. What is that you ask? Why, Kryptonite of course! Only this Kryptonite is not a glowing green organic mass, it is a U-Lock manufactured by Kryptonite Corp. commonly used to secure bicycles.

In the early 1970s, Michael Zane (founder of Kryptonite) traveled thousands of miles in a VW van showing a unique U-shaped locking device and spreading his passion for bicycle security to dealers all around the country. Over the years Kryptonite grew, expanding its product lines to include hardware, power sports and snow sports security. In the year 2000, Kryptonite had sales of approximately \$27 million and caught the attention of industry giant Ingersoll-Rand (NYSE: IR) who acquired the company in August 2001.

Long reputed and recognized as the leader in bicycle security, Kryptonite was considered the lock to have, especially in the New York area where bicycle theft was skyrocketing at an alarming rate. Kryptonite was also the first to offer an anti-theft protection policy of up to \$3000 should a bicycle be stolen while secured with a Kryptonite lock. It appeared that Kryptonite was impervious to an attack. That was until recently, when someone defeated the mighty Kryptonite with the shell of a BIC pen.



The majority of the Kryptonite product line (until recently) was secured utilizing a tubular 7-pin lock, which has long been considered a fairly good level of security, far exceeding the security offered by standard pin tumbler locks. Either by chance or intention, someone discovered that by inserting the shell end of a BIC pen and applying twisting force (as if using a tubular lock pick) the lock can be opened in seconds, as demonstrated in the following photographs captured from an MPEG video of the event shown at: <http://thirdrate.com/misc/krypto.mov>.



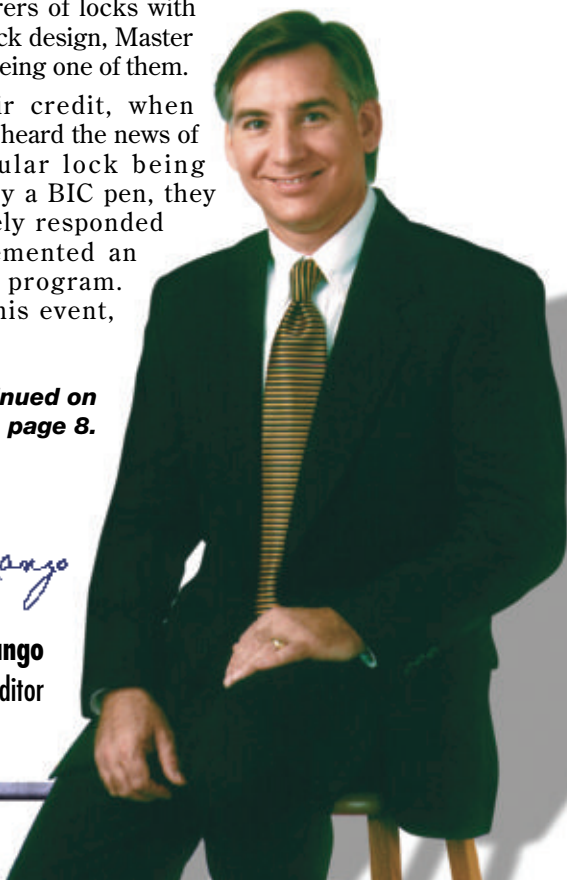
You can only imagine the impact this news had on the 10-billion dollar parent company, Ingersoll-Rand. When you have pockets that deep, you can expect, and be sure of one thing, lawyers are going to be knocking at your door for restitution before you can blink an eye, and they did. To date several complaints seeking restitution from one or more lock makers have been filed. Most of the lawsuit rumblings have been directed at Kryptonite Corp., however, lawsuits were also brought against other manufacturers of locks with a similar lock design, Master Lock Co., being one of them.

To their credit, when Kryptonite heard the news of their tubular lock being defeated by a BIC pen, they immediately responded and implemented an exchange program. Prior to this event,

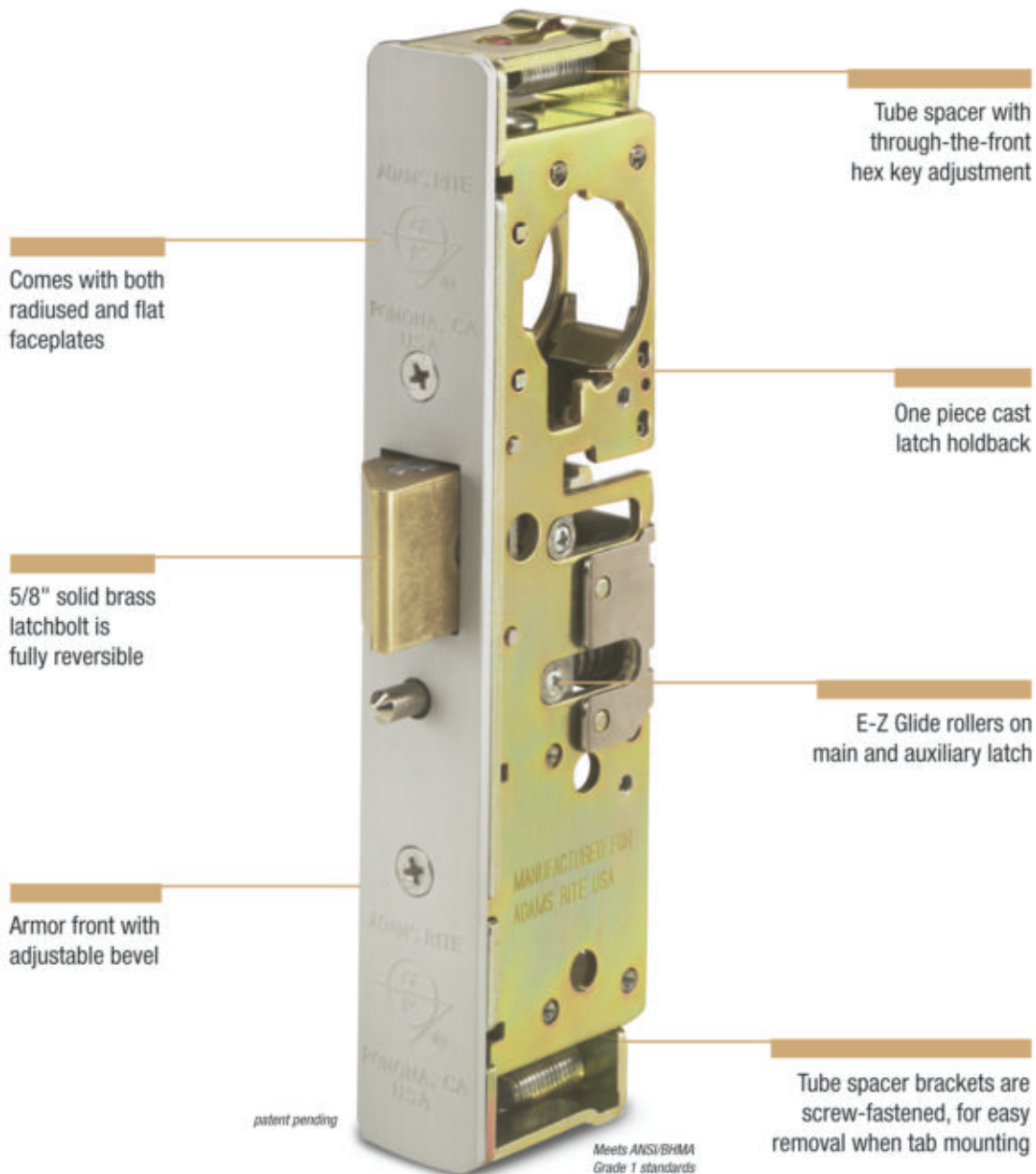
**Continued on
page 8.**

Greg Mango

Greg Mango
Editor



AMBIDEXTROUS



Non-Handed Reversible Bolt Deadlatch

The new 4900 Series Deadlatch from Adams Rite works for either right or left handing. Its innovative engineering enables installers to reverse the latchbolt or adjust the bevel of the faceplate with nothing but a screwdriver. Features like through-the-front spacer adjustment and an adjustable bevel give you even more flexibility. The 4900 Series is available in 1-1/8", 1-1/2" and 2-3/4" backsets; is compatible with all Adams Rite paddles, handles, latch pulls and entry trim; and just as you'd expect is the same dependable quality as all of our hardware.

One deadlatch really does it all. Why, it's so easy to adjust, you can do it with either hand. And when's the last time you got to practice being ambidextrous?

For more information, log on to our Web site or call 800-872-3267.



Continued from page 6



Kryptonite was already in the process of incorporating a different locking cylinder into its product line for greater security. The BIC pen occurrence escalated that process.

Kryptonite Offers Free Product Exchanges

If you currently own a Kryptonite tubular cylinder lock and are concerned about the security of the lock, Kryptonite will exchange the lock for a comparable non-tubular cylinder lock.

Kryptonite will also exchange the following co-branded tubular cylinder locks with a comparable non-tubular cylinder lock. These co-branded products include: Giant by Kryptonite (USA product only), KHS Ultra Cycle by Kryptonite, Raleigh products by Kryptonite (Avenir U-Locks, Cycle Pro U-Locks, Diamondback U-Locks) (USA product only) and Trek by Kryptonite (Ali Baba and Sherlock U-Locks, Dreadlock Armored Cable).

Kryptonite will also exchange the following Harley-Davidson branded tubular cylinder locks manufactured by Kryptonite with a comparable non-tubular cylinder lock: Harley-Davidson Brake Disc Lock and Harley-Davidson Maximum Security Chain and Padlock. (The exchange applies to the padlock only. The chain will not be exchanged).

The Steps You Take To Participate In The Exchange Are:

1. Provide the information listed below to Kryptonite.
2. Return your current tubular cylinder Kryptonite lock to them (postage paid).
3. Kryptonite will send you your new lock.

Provide The Following Information:

Name:

Street Address:

City:

Province:

State/County:

Country:

Zip Code/Postal Code:

Daytime phone number:

E-mail address:

How many locks with tubular cylinders will you be exchanging?

What lock model(s) do you own (examples: Evolution 2000, Kryptolok, Gongon)?

What is/are your tubular key number(s), (which are stamped on your keys)?

Send This Information:

By e-mail to:

lockexchange@irco.com

By fax to: 781-821-0780

By mail to:

Kryptonite Lock Exchange,
437 Turnpike Street,
Canton, MA 02021.



Those Waiting For Kryptonite To Receive Your Lock:

Once Kryptonite receives the above information, they will contact you with specific details as to how to return your Kryptonite lock (postage paid). Upon receipt of your tubular cylinder Kryptonite lock, they will send to you a replacement Kryptonite non-tubular cylinder lock free of charge. Replacement locks will be sent on a first come, first served basis, based on product availability.

Those Not Waiting For Kryptonite To Receive Your Lock:

As locks become available, Kryptonite will send you a UPS postage paid label by e-mailer mail. Once you receive that label you can call them at 800-729-5625 with your credit card information and they will send out your new lock. Kryptonite will not charge your credit card unless they do not receive your old lock back within 21 days of shipping your replacement. If you do not return your lock within 21 days, your credit card will be charged the retail price for that lock. According to Kryptonite, your credit card information will be destroyed upon receipt of your old lock and keys.

If you have questions contact Kryptonite Customer Service at: 1-800-729-5625 (United States & Canada) or 001-781-828-6655 (outside of the United States). If you have questions, send an email to locktalk@irco.com.

Kryptonite no longer incorporates a tubular lock cylinder in any of its product line. The tubular key lock has since been replaced with a Secure, disc style lock cylinder, which resists picking and drilling. It is designed and operates similar to an Abloy lock cylinder, far exceeding the security provided by the tubular lock. It is Kryptonite's hopes that by responding promptly to their products security breach, and utilizing a far better locking cylinder on specific products, offering far greater security, that it will once again place Kryptonite at the top of the bicycle security chain. **IRL**

Prices good thru March 1, 2005

Ford PATS III

Transponder Key Sale
Ford - Chrysler - Honda

Ford \$4.95
Chrysler \$6.95
Honda \$7.50

Ford - Strattec 598333 or Ilco H72-PT or Clear Head
Chrysler Gray Head
Strattec 692325 or Ilco Y160-PT
Honda - Ilco HD106PT5

\$11.95

Ford - 599114
Mercury - 599179
Lincoln - 691259

Cylinders

Mortise & Rim Cylinders
IL-7165SC \$5.20
1" bar stock mortise cylinder in Schlage C key. 26D, Dura, 605
IL-7015SC \$5.20
Schlage C rim cylinder 26D, 605

Thumbturn Cylinders
IL-7161TK \$5.75
1" solid bar stock mortise thumbturn cylinder. Choose 26D, Dura
Dummy Cylinders
IL-7160DC \$3.70
1" solid bar stock dummy mortise cylinder. Choose 26D, Dura

Knob / D'bolt Cyl.
IL-1599SC \$6.29
Fits Arrow D, E, F, K. Schlage B100,200,400 Operates most Grade 1 & 2 knob cylinder locksets. Screw cap retainer.
*Arrow TA,BD,DO use 1539

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50% Off List

1850S- MS® Deadbolt
List \$51.00
Your Price \$25.50

4710- Deadlatch AL
List \$66.00
Your Price \$33.00
Dura Price \$35.10

4590- Deadlatch Paddle Push & Pull Models
List \$76.40
Your Price \$38.20

4591- Deadlatch Paddle w/Paddle Dogging
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Your Price \$44.10

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ADAMS RITE MANUFACTURING CO.

7100- Electric Strike ANSI Rd Cor.
List \$132.30
Your Price \$66.15

7140- Electric Strike ANSI Sq. Cor.
List \$132.30
Your Price \$66.15

Triax-e.code

Advance payment **\$11,995**
Shipped factory direct, freight free within continental 48 states
Weight: 92.4 lbs
Dim.: 16-1/2" x 20-3/4" x 19-1/2"

The Triax-E.code is the first three axis stand alone machine that duplicates high security keys and also cuts by code. It will decode keys and automatically convert the cuts back to original specifications. The machine features quick and easy tool changes, automatic calibration and a dual speed motor. Easily updated via serial port and PC. The Triax-E.code has the ability to function stand alone or with PC. Operator is able to call on over 1,000 internal cards, covering the vast majority of high security lock systems.

2000 - 05 G.M. Keys A-1

PK3 Gr 93 GMT201S '05 Saturn Relay \$14.89 ea. 5/ \$12.89 ea.	PK3+ Gr 93 GMT265 '04+ Caddy SRX \$18.89 ea. 5/ \$16.89 ea.	PK3 Gr 75 GMX220 '00+ Buick \$12.99 ea. 5/ \$11.89 ea.	PK3 Gr 75 GMX310 '00+ Pontiac \$12.99 ea. 5/ \$11.89 ea.	PK3+ Gr 75 GMX320 '03+ Caddy CTS \$18.89 ea. 5/ \$16.89 ea.	PK3 Gr 93 GMX367 '04+ Grand Prix \$14.89 ea. 5/ \$12.89 ea.
PK3+ Gr 93 GMX380 '04+ Chevy \$14.89 ea. 5/ \$12.89 ea.	PK3+ Gr 93 GMX381 '05+ Pontiac G6 \$14.89 ea. 5/ \$12.89 ea.	PK3 Gr 93 691205 '05+ LaCrosse \$10.79 ea. 5/ \$9.69 ea.	PK3 Gr 93 691222 '05 Corvette Non-Transponder 10/ \$1.77 ea.	Colorado 16652 Canyon 16653 10/ 79¢ ea. 50/ 75¢ ea.	A1-20020 Keying Kit F/ 16652, 16653 \$23.95

National Football League & NASCAR Keys Stocked

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LETTERS

More Regulation Needed

I am writing to let you know that all locksmiths should be licensed to be in business.

In upstate New York, you do not have to have a license to be in business. This is also the way it is in Pennsylvania. However, in the New York City area you have to be licensed to be a locksmith, and you have to give the Police Department a list of all your locksmith tools.

The reason why I feel you should be licensed to be a locksmith in all of New York state and the state of Pennsylvania is because you never know if the person who you have do your lock work will make a key for your home, auto or business, and if you are not around then that person can just unlock your lock and steal whatever you have in your home, business or steal your auto. I know in the state of California you have to be licensed to do any kind of locksmith work at all. I am a licensed locksmith out of the state of California. Even though I live in the state of Pennsylvania, I keep my locksmith license up to date with the state of California.

I would like to know how other Locksmiths feel about this matter, because I am trying to get this matter into Law.

If any locksmiths out there feel the same way as I do they can write to me:

Earl A. Stedje Sr.
Earl's Locksmith
917 North Elmira St 4A
Sayre, PA 18840

Prize Received

I just received my prize for a tech-tip that I entered. As always, I am very pleased with *The National Locksmith* and its magazine, and will use the Fast Facts religiously.

Thanks,

Brad
Ohio

Possible Illegal Activity

I am writing to address what seems to me to be an undesirable (and possibly an illegal) situation concerning the sale of patented key blanks made by Medeco, Schlage and others. Examples of such key blanks are Schlage Primus and Medeco Patriot. To obtain these key blanks, locksmiths must sign an agreement with the manufacturer to duplicate keys only with proper authorization and not to sell, loan or give away key blanks under any circumstances.

Schlage Primus and Medeco Patriot key blanks were recently listed on eBay, an on-line public auction web site, for sale to the highest bidder. Reasons given in the listings were that the owner died or went out of business. The fact that these patented key blanks are made available to anyone willing to pay the price undermines the key control program established by the manufacturer to ensure that only authorized locksmiths have access to these blanks. The same holds true for the sale of a locksmith's inventory at a local auction.

I believe that when patented key blanks are no longer needed by a locksmith, they should be returned to the manufacturer or distributor rather

than to be auctioned off. Returning the blanks keeps the intent of the key control program intact and prevents unauthorized individuals from obtaining key blanks without signing a contract with the manufacturer.

By all of us professional locksmiths doing our part, we can prevent potential problems with the unauthorized use of patented key blanks.

Steve Fellers
Independence, KS

Prize Winner

I would like to thank *The National Locksmith* for printing my Technitip on quick repairs for loose ignition cylinder caps using Wonderlock. I would also like to thank A-1 Security Mfg. for the Kelly-Klamp. I haven't had an opportunity to use it a of yet, but I know it will come in handy.

Thanks again.

Ted Zielinski Jr.
E-mail

TNL



E-mail Your Views:
natllock@aol.com

Please include your first and last name.

The National Locksmith

1533 Burgundy Parkway
Streamwood, IL 60107
Attn: Editor

We have a new attitude



Left to Right: Tom Markiewicz, Gilberto Rivera Jr.,
Josue Garcia, Michael Matteo, Kevin Pyke.



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Cafe

To see your product featured here, contact Jeff Adair or Debbie Schertzing at 630-837-2044.

A1's New 2005 Pontiac Transponder Key Blank

A1 Security Manufacturing Corp. has released its exclusive original equipment transponder key blank for the new model 2005 Pontiac. The initial application is for the 2005 Pontiac G6 (replaces Grand Am).

Details:

Original Equipment

Descr: Pontiac

Logo: Pontiac

Programming: On-board

P/N: GMX-381

Transponder: PK3+

Keyway: Z

Pinning Kit: Use A1's #20001



Cross Point Industries' Voice Alert

A wireless system capable of monitoring up to six zones, Voice Alert System-6 uses patented voice-recording technology to announce shopper's presence in nearly every area of the store, from the front door to the warehouse or stockroom.

The Seattle Police Department's crime prevention web site suggests that retailers install annunciators on all unlocked doors. Additionally, the Rutgers Crime Prevention experts recommend monitoring store blind spots for suspicious activity. Voice Alert can meet all these requirements and provide important extra monitoring.

Retailers can design a Voice Alert system that uses three Voice Alert receiver/speakers placed in the following locations to meet a variety of needs:

- The front entrance to greet customers.
- The front counter to notify employees when customers enter blind spots or high priced merchandise areas.
- The storeroom or warehouse to alert employees working in the back when customers enter the front of the store.

To monitor store activity, Voice Alert wireless sensors can be placed anywhere within a 1,000 foot (300 feet through walls) distance from the receiver. Sensors can be programmed to trigger one, two or all of the receivers and play a variety of messages. Potential sensor locations may include:

- The front door
- High price merchandise counter
- Dressing room entrances
- Restroom entrances
- Backdoor
- Warehouse entrance

The Voice Alert system combines an all-weather, wireless motion sensor/transmitter with an indoor receiver/speaker (RS). The system has a range of up to 1000 feet (300 feet through walls) and zone messages can be altered to fit each monitored zone. Voice Alert includes relay outputs, enabling the triggering of other devices or the ability to integrate into a larger security or home automation system.



LockLink 7.0 Seamlessly Manages Online and Offline Access Control

IR Security & Safety's Electronic Access Control Division has released a new, enhanced version of its LockLink access control management software. LockLink 7.0 lets users seamlessly manage both offline and online access control solutions available from IR Security & Safety. Designed with a client/server architecture, it lets different individuals across an educational, healthcare or business campus manage their own piece of the system. An easy-to-use GUI provides "drag and drop" assignment. This improved intuitive user interface greatly reduces the amount of time required for system administrators to become proficient programming locks.

In addition to managing the variety of offline and online products available from IR Security & Safety, LockLink 7.0 also manages a variety of credentials ranging from hand geometry (biometric), HID proximity, magnetic stripe card, iButton, all the above with PIN number and PIN number only.



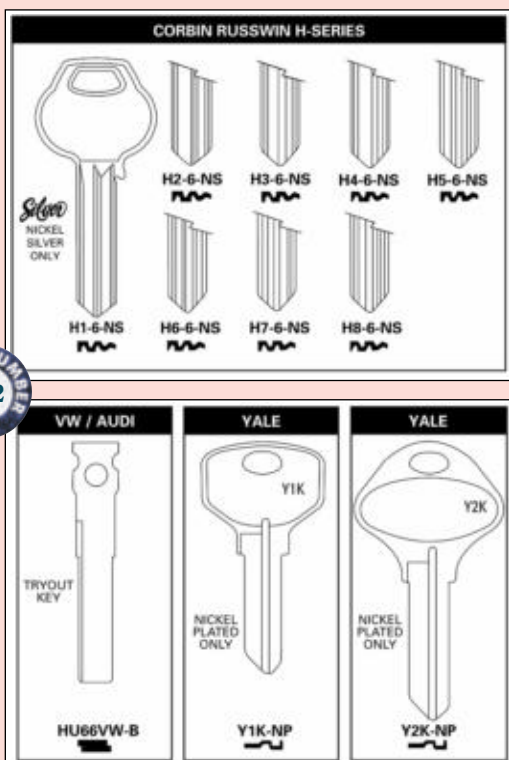
New Key Blanks From Jet Hardware

Jet Hardware has announced the addition of eleven new key blanks that are currently available from their distribution network. The Corbin Russwin "H1-6 through H8-6" series is now a part of Jet's "Silver Line." They are precision made, designed and finished to the exacting appearance of the original lock manufacturer.

A guarantee to be consistently superior to the original manufacturers' productions applies to all the keys within the Silver Line family.

For locksmiths that work within the automotive market, Jet's new HU66VW-B for VW / AUDI is produced as a tryout key. It can also be cut and kept in a customer's wallet as an emergency key to get in the vehicle.

For the new Yale Residential lock line, Jet now has available in a bright nickel plate the Y1K-NP 5 pin and Y2K-NP 6 pin key blanks. The keyway is KW1. Y1 is Yales' standard 5-pin RN8 keyway and Y2 the 6 pins RN11. A simple stock numbering system has been established for the future addition of the SC1, SC4, Y1 and Y2 keyways by adding a suffix after the basic Y1 and Y2 keys (i.e. Y1SC, Y1Y).



SIMPLEX 900 SERIES—Compatible With Keedex Weldable Gate Boxes

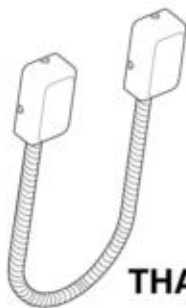
Kaba Access Control is pleased to announce a simple, strong and secure Keyless access control solution for commercial and residential gates. The Simplex 900 together with a Keedex weldable gate box is perfect for drop boxes, storage facilities, swimming pools, garages or any area that you want to secure.

The Simplex 900 pushbutton lock's all-metal, mechanical, weather resistant design makes it ideal for any gate location. Installs easily using the Keedex weldable gate box, K-BXSIM-200, available in both 14-gauge steel and aluminum. Box is prefabricated with all drills and is ready for lock installation.





Armored Door Loops



More sizes: 1/4" & 3/8".

More lengths: 18, 24",
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More colors: Aluminum,
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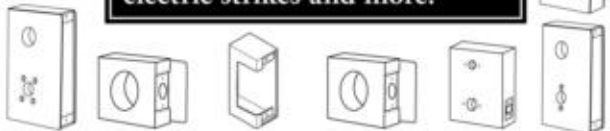
THAN ANY OTHER BRAND!

**Now Available: Keedex K-DS
All Stainless Steel Door Loop.**

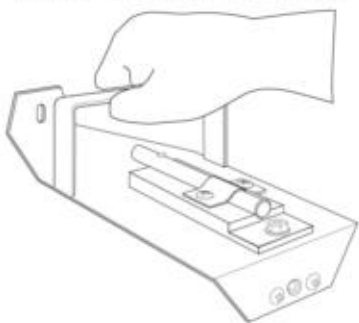


Weldable Gate Boxes

With more than 100 different models available, Keedex has a solution for your gate lock installation. Keedex Weldable Gate Boxes are available for cylindrical locks, deadbolts, mortise locks, push-button locks, lever locks, hotel locks, electric strikes and more.



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**The Affordable
& Effective Tool
For Core Drilling
Doors.**

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Accurate Drilling.
1/4" Bit For Pilot
Hole Included.**

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Lockmasters' LKM7000 Pedestrian Door Locks Gain UL Listing



Lockmasters LKM7000 Series of Pedestrian Door Locks has received UL listing (US and Canadian) for a 20-minute fire rating. Listing of this series of locks is in accordance with the Standard, "Positive Pressure Fire Tests of Door Assemblies," ANSI/UL 10C, UBC 7-2 (1997).

The LKM7000 series, part of Lockmasters' LockOne family of high security solutions offers single motion egress with one simple push or pull of the lever, deadbolt security, bolt sensors and a key override option as well as a lock-down feature option. The locking device can be combined with a variety of combination locks, both electronic and mechanical, key locks, access control and monitoring systems.

The product is available in several options, including a package containing the LKM7000 and the Kaba Mas high security electromechanical combination lock, the X-09. However the product is compatible with any standard footprint combination lock. The LKM7000 is also available as an exit only device for multiple door scenarios.

The LKM7000 is also ADA compliant and meets Federal Specification 2890 for secured rooms/SCIFs.

Major Manufacturing's Practice Installation Station

Don't practice installing locks on your customer's doors! Major Manufacturing introduces the Practice Installation Station. Now you can try out new installation tools and procedures before you go out on a job. Designed to hold aluminum door and jamb material, it's the perfect way to practice installing electric strikes, locks and latches. Don't have door or jamb material? Major can supply that also. The HIT-460 can also hold wood blocks for other types of installations. Use the Practice Installation Station as part of your employee training program. For more information contact Major Manufacturing or visit their web site.



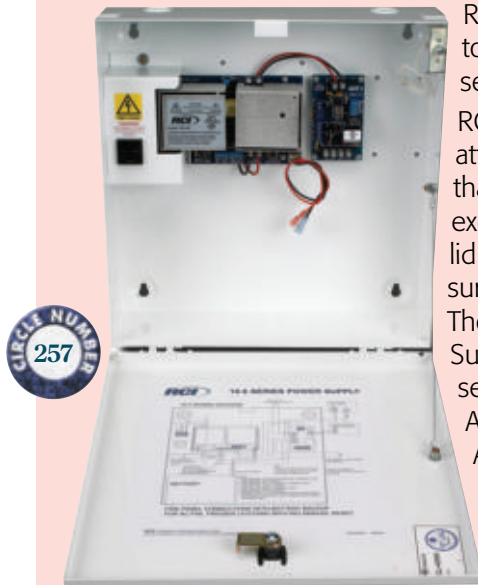
MARKS USA Announces Price Breakthru In Access Control

Marks USA announces a price break-thru in stand-alone access control. The new I-Que Metro is an all-weather, heavy duty, grade 1 construction lockset with a 32-user capability, and a black powder coat crinkle finish. It is keypad programmable and has functions for: manual passage mode, first manager to arrive, double code entry, PIN only function and 8 programmable holidays.

The I-Que Metro runs on 4 AA batteries included with purchase. It is available with flush or tactile keypad styles, and ME (black with 26D levers) or ME26D (26D trim and levers). It is ADA compliant, UL listed and carries the Marks lifetime mechanical and electronic warranty.



RCI Adds 5 AMP Power Supply with new Features



Rutherford Controls Int'l Corp. (RCI) has introduced a 5 AMP power supply to its line with a new design and features based on requests made by security industry installers.

RCI's new UL/ULC Listed 10-5 Power Supply is housed in a rugged and attractive enclosure that includes an exclusive drop down lid to provide a work surface for installers. The 10-5 Power Supply is also field selectable, 12VDC/5 AMP or 24VDC/3 AMP with the simple slide of a switch. Inside the enclosure, the 10-5 Power

Supply has a unique 110VAC receptacle, so that installers and service people don't have to search for outlets and run extension cords. They can plug power tools or work lights directly into the unit!

Safety features for the Class II Power Supply include short circuit protection, low battery monitor output relay, auto sensing AC input, fire/life safety emergency release with end of line supervision and ground fault detection and a filtered and regulated DC output. In addition, the 10-5 Power Supply has a multi-panel interconnect fire -disconnect, AC fail output relay and a low maintenance modular design.

The 10-5 UL/ULC Power Supply is backed with a limited Life Time Warranty.

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The Drillboss assembles and disassembles in seconds and stores flat in its own vinyl case. This quality made rig is guaranteed for life.



Securitron Offers Continuous Duty MGL

Securitron Magnalock Corporation is proud to announce that the Mortise Glass Lock is now rated for continuous duty in addition to its original intermittent duty function. With the continuous duty capability, the MGL is able to be electrically unlocked for extended periods of time. The MGL now works with any of Securitron's timers, including the DT-7 which allows users to program locked and unlocked times.

The MGL continues to offer exceptional electric locking for narrow stile aluminum frame glass doors and the ease of installation in an MS Deadbolt prep. These features are combined with a fail secure lock and decorative handle for free egress from the inside, but the lock also can be operated by an optional mortise key. A REX (Request to Exit) switch and form "C" latch status monitor are included to signal the access control or alarm system that someone is exiting.

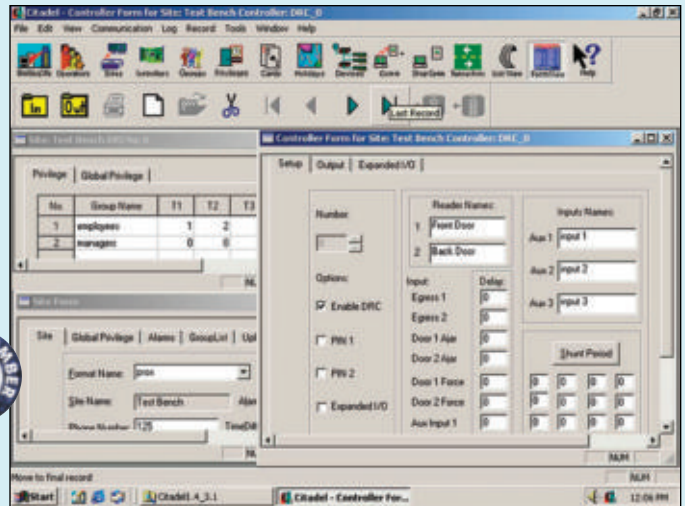
In addition to being compatible with Securitron's full line of access control timers, the MGL works in conjunction with keypads, card readers or pushbuttons, to satisfy all access control needs.



Synergistics Announces Citadel- Entry Level Access Control System

Citadel is a PC based, multi-building, entry-level access control system that supports over 4,000 cardholders and provides over 190 input monitoring points and 32 card readers per site.

Citadel supports multiple dial-up or networking sites with instantaneous reporting of alarms to its host computer, where all of the access control requirements are defined. Citadel is built upon the popular Building Watch system platform and supports card and fingerprint biometric technologies. Citadel, like all Synergistics products, has a simple user interface that allows for easy-to-understand navigation, intuitive icons and rapid setup. Other standard features of Citadel include: automatic instant alarm reporting, anti-passback capability, user-defined card format, report generation, and a photo badge option.



Citadel controllers are programmed to store all of the users' access requirements and recorded transactions, allowing the system to remain fully functional in the case of computer failure. The system also provides an optional 12V 4Ah backup battery that allows Citadel controllers to continue operating in the event of a power outage. **INL**

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PADLOCKS



by
Sal Dulcamaro,
CML

ABUS makes some of the most innovative and service friendly padlocks around. I have over recent years been quite impressed with the 83 series padlocks. Available in a large variety of commercial and residential entry door keyways, they are convertible back and forth from key retaining to non-key retain-

ing by installing or removing the "Z-bar". The 83/45 padlocks were the first to use the Z-bar which allowed a shop to stock one style padlock and convert it to either key retaining or non-key retaining as needed. The 83/45 padlocks have solid brass bodies and also have easily replaceable shackles. The bigger brothers to the 83/45 are the 83/50 with solid brass chrome plated body and the 83/55 with a solid steel chrome plated body.

Solid Aluminum Body Padlocks in Colors

Some interesting variations of the original 83 series padlocks have been recently introduced. In

contrast to the one color look of the 83/45 series brass body padlocks are the new 83AL/45 solid aluminum body padlocks. With their many colors, they are very attractive locks (*see photograph 1*). The colors of the aluminum body padlocks include green, purple, duranodic, pewter, blue and red. The aluminum padlock with the duranodic finish has a Kwikset keyway cylinder (*see photograph 2*). The 83AL/45 padlock is otherwise identically shaped as the brass body 83/45 lock and is rekeyed the same way. With the shackle unlocked,

Continued on page 22



1. The colors of the aluminum body padlocks include green, purple, duranodic, pewter, blue and red.



2. Duranodic finish with a Kwikset keyway cylinder.



3. The cylinder retaining screw.

InstaCode 2005

W.H. Software

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InstaCode Software has changed to fit new market demands. The software is now offered as a base package, with available add-ons. The base package contains all the codes, card printing, electronic key machines, find partial bittings, cutting trees, graphical layouts, etc.



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Pocket InstaCode requires a Pocket PC (not included) with 64mb RAM running Microsoft Pocket PC2000 or later. Contains all the codes but not all the features of InstaCode. Call for details.

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4. The lock cylinder will come out of the lock body when screw is removed.



5. Backside view of the lock cylinder.



6. By removing the Z-bar, the lock cylinder is set for non-key retaining function.



7. There is a stop pin that limits the rotation of the plug.



8. The pin chambers of the plug are exposed in the pinning window.



9. Another variation in the 83 series padlocks is the closed shackle style.

you can access the cylinder retaining screw through the shackle opening (see photograph 3). It is a Phillips head screw and once it is removed, the lock cylinder will come out of the lock body (see photograph 4). The lock cylinders are available in most common residential and commercial keyways.

An angled backside view of the lock cylinder shows the Z-bar at the tail end of the plug and the pinning window on the side (see photograph 5). By removing the Z-bar, the lock cylinder is set for non-key retaining function (see photograph 6). Without the Z-bar, there is sufficient clearance inside the padlock mechanism for the tail end of the plug to move without obstruction while the shackle is still open. If the Z-bar was in place, the plug could not move back without first closing the shackle. All the 83 series padlocks come from the factory with the Z-bar in place and in key retaining mode. They are easily convertible back and forth from key retaining to non-key retaining (or vice versa) by removing or installing the Z-bar.

An earlier innovation to the 83 series padlocks was the pinning window in the lock cylinders. The plug must be rotated to access the pinning window. Under normal operating conditions, there is a stop pin that limits the rotation of the plug during unlocking of the padlock (see photograph 7). That normal limit of rotation is approximately one-quarter turn. Accessing the pinning window requires rotating beyond that range. The stop pin is spring-loaded, so it must be compressed and held until it goes just out of the normal stop range. You will notice in the photograph that the pin is being held by the interior surface of the lock cylinder shell. At this point you can rotate the plug as far as you need to access the pinning window.

Lock Cylinder Servicing

The lock cylinders in the 83/45, 83/50 and 83/55 ABUS padlocks are essentially the same and are interchangeable. The cylinders fit

in the same size opening. The only problem you may find is the finish of the cylinder might not match the padlock finish.

You are ready to rekey the lock when the pin chambers of the plug are exposed in the pinning window (see photograph 8). Only five of the six pin chambers are exposed in the pinning window. The lock cylinders come 0-bitted with a blank key, so you can cut the blank key to any biting pattern you like and just dump the 0 pins that are already in the pin chambers and code the cylinder as you wish.

If you decide to use all six pin chambers, you will not be able to fully rekey the lock cylinder through the pinning window. You will instead need to remove the plug-retaining clip and follow the plug out of the lock cylinder. You will have to load a spring and top pin in the empty sixth pin chamber and then put a bottom pin in the sixth plug chamber. As long as you are sticking with a five-pin configuration, all pinning can be done through the pinning win-

dow. Even if you are master keying the cylinder, it is possible to code the cylinder through the pinning window, as long as you are using only five chambers. If you had already master keyed the cylinder, you may need to remove the plug in order to remove any stray master pins in the upper chambers.

Closed Shackle Padlocks

Another variation in the 83 series padlocks is the closed shackle style (*see photograph 9*). They are available with a solid brass body (83CS/45) or a solid steel chrome plated body (83CS/55). While they come in different keying variations, the examples shown here have the brass body lock with a standard rekey cylinder and the steel body padlock accepting a small format IC lock cylinder (*see photograph 10*). An assortment of tailpiece adapters are included to accommodate different length small format IC lock cylinders. The 83CS/55 (solid steel) padlock is also available with standard (non-IC) cylinders.

The closed shackle padlocks are not available in the mid-sized (83/50) variety padlock. The shackle is shrouded/obstructed to minimize access with a bolt cutter or other device. Like all other 83 series padlocks, you can switch out lock cylinders to any of the varied residential or commercial keyways previously available from ABUS and including



10. Available with a solid brass body (83CS/45) or a solid steel chrome plated body.

some new ones recently made available. I will discuss those new keyways a bit later in this article.

Small format IC versions of the 83 series padlocks are available in all three sizes. They are 83IC/45, 83IC/50 and 83IC/55. An IC closed shackle padlock is only available in the largest size 83CSIC/55 as shown earlier. The Z-bar is designed to work in with the IC version padlocks, so they can also be converted back and forth between key retaining and non-key retaining.

Key in Knob Padlocks

When I start to think they can't get much more versatile or innovative, they go and introduce something like the new Key in Knob padlocks. Now the concept of using another company's original knob cylinder inside a padlock is not new. What ABUS does seem to do, though, is to do roughly the same thing but so much more locksmith and service friendly. The 83 series Key-in-Knob padlocks are available in all three padlock body sizes (*see photograph 11*). The 83KnK/45 and 83KnK/50 are on top (left and right). The massive 83KnK/55 padlock is shown at the bottom. Since the standard 83 series padlocks cover so many popular commercial keyways, there is no reason to add any additional expense of buying a separate lock cylinder from the padlock body when they are already available cylinder included.



11. The 83 series Key-in-Knob padlocks are available in all three padlock body sizes.

There are some more obscure (or just restricted or patented) keyways that are not among the keyways included among the standard ABUS 83 series padlock keyways. Where ABUS has a Schlage C keyway padlock cylinder available and also a Schlage composite keyway cylinder, it doesn't have all the various specific Schlage lettered keyways. A Schlage E keyway cylinder is one example (*see photograph 12*). An adapter piece shown above the Schlage knob cylinder will fit over the cylinder bible to allow it to fit into the cylinder cavity within the Key-in-Knob padlock (*see photograph 13*). The adapter tailpiece, just below the cylinder, is designed to replace the standard knob lock tailpiece to fit inside the 83KnK padlock body. It is notched so that it also can work with a Z-bar to allow quick conversion from key retaining to non-key retaining and vice versa.

Similarly, an original Schlage Primus, Everest or Everest Primus knob cylinder could be similarly adapted with the 83KnK padlocks. Depending how much heft you need, you could go with the smallest 83KnK/45 or the huge 83KnK/55 padlock. With the same adapter piece you could go with an ASSA high security cylinder that is designed to go in a Schlage key in knob lock. Unlike many other padlocks that allow you to adapt a knob cylinder to work inside of it, the ABUS version includes an assortment of adapters rather than requiring you to separately order an

Continued on page 26



12. A Schlage E keyway cylinder.

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adapter specific to the knob cylinder you plan to use. Among the OEM knob cylinders designed to work with existing included cylinder adapters are: ASSA, Schlage Classic, Schlage Primus, Schlage Everest, Schlage Everest Primus, LORI and Medeco. Other brand cylinders that are constructed like the Schlage knob cylinders (with threaded cap retainers) can be similarly adapted. In many cases you will find a cost savings (and easier service) by using an OEM cylinder with an ABUS 83KnK series padlock, rather than an OEM padlock.

Before deciding you need an 83KnK padlock to key into an existing commercial cylinder key, double check if ABUS makes a padlock with an included cylinder that is either identical or compatible. The number of standard available keyways is quite large and includes almost all of the most common residential and commercial keyways.

Quick Shackle Replacement

The standard 83 series (83/45, 83/50 and 83/55) ABUS padlocks have the option of quick shackle replacement. While all the padlocks come stock with a standard length shackle, the shackles can generally be replaced with others of longer length or different material. Three sample shackles show different thickness, lengths and materials (*see photograph 14*). On the left is the 3" clearance shackle designed for the 83/55 padlock. It is a special alloy steel and is the alternative to the standard 1-1/2" clearance shackle that comes stock with the 83/55 padlock. The shackles are 7/16" in diameter for the most hefty of the 83 series padlocks. The middle shackle is brass and the one on the right is stainless steel for use with the 83/45 padlocks.

Your choice for alternative shackles is greatest with the

83/45 padlocks. In the special alloy steel, shackles are available in the following sizes: 1, 2, 3, 4 and 6 inch. In either stainless steel or brass, shackles are available in these sizes: 1, 2, 3, and 4 inch. These shackles are all 5/16" in diameter. For the mid-sized 83/50 padlocks, the range of shackles is nearly the same. In special alloy, stainless steel and brass, the shackle sizes available are as follows: 1, 2, 3 and 4 inch. The only size not available in the 83/50 that is otherwise available for the 83/45 padlocks is the 6" special alloy. As mentioned above, the 83/55 padlock is available with only two shackle lengths: 1-1/2" and 3".

Availability of a wide variety of shackles is only half of it. The ease of switching out shackles is even more impressive. ABUS now makes an interesting tool to simplify shackle changing on many of the 83 series padlocks (*see photograph 15*). It is round in shape to fit neatly in the lock cylinder opening after you first remove the lock cylinder. The tail end of the tool is shaped similar to the end of the lock cylinder plug to engage the lock mechanism. If the shackle was already locked, turning the tool inside the lock would unlock the shackle, much the same way you operate a key in the lock cylinder. The stop pin I identified earlier limits the rotation enough to unlock but not far enough to release the shackle. Using the tool there isn't the same rotation limit as with the stop pin (*see photograph 16*). It is possible to over-rotate past the unlock position.

When you reach that further position, the shackle will release and come completely out of the lock body (*see photograph 17*). The stop pin in the lock cylinders is what keeps the shackle from flying out during normal key operation. The cylinder won't normally rotate far enough to



13. An adapter piece shown above the Schlage knob cylinder will fit over the cylinder bible.



14. Three sample shackles.



15. ABUS now makes an interesting tool to simplify shackle changing.



16. Using the tool there isn't the same rotation limit as with the stop pin.



17. When you reach that further position, the shackle will release.



18. One is identified as "6000" to be compatible with Master Pro Series padlock keys.



19. If you look at the back of this lock cylinder you will see the lock cylinder is the same physical size as all the others.



20. One of two other new keyway cylinders is the number 323 that accepts a Schlage Everest C123 key.



21. One of the caps is installed on an 83AL/45 padlock.



22. The keyway cover is snapped in place.

release the shackle. After you select a suitable replacement shackle, over-rotate the tool again and insert the new shackle. You will feel spring resistance against the tool, so when the shackle is in position, just let the tool go and the shackle will catch and stay retained inside the padlock body.

The quick release feature applies to the regular 83/45, 83/50 and 83/55 padlocks. It also applies to the non-IC closed shackle style locks: 83CS/45 and 83CS/55. The Key in Knob (KnK), IC and aluminum body padlocks do not have quick release shackles. I have not tried switching shackles on those types yet and there is a special tool for that purpose. When I get some practice on changing shackles on those versions of the 83 series padlock, I will try to put together an article on using that tool.

In regard to the tool I just showed to change the quick release shackles, you can change shackles without it. That tool just makes it a lot easier. If you are careful you could probably use a large tip slotted screwdriver to accomplish the same thing. In the past (before the tool), I would normally remove the cylinder and then compress the stop pin and rotate the plug 180 degrees and reinsert the cylinder into the lock. I could then rotate the plug without the stop pin catching and preventing me from over-rotating the plug. Once I turned it far enough, the shackle would release and I would replace it with a different shackle. I would then take the cylinder back out and rotate the plug so the stop pin would reengage. With the cylinder set back to normal, I would reinstall the cylinder and the job would be done. It would rarely take more than 3 or 4 minutes for the whole procedure. The tool is even faster than that.

New Keyways

For their standard (cylinder included) 83 series padlocks, ABUS has introduced a few new keyways. One is identified as "6000" to be compatible with Master Pro Series padlock keys (*see photograph 18*). If you look at the back of this lock cylinder you will see the lock cylinder is the same physical size as all the others that use full size commercial style keys (*see photograph 19*). The 6000 cylinder uses a smaller size padlock key and that is done by having a small diameter plug within the full size lock cylinder shell. Unlike the other commercial type keyway cylinders, you can't use a conventional pin kit such as a LAB universal color-coded kit or a specific brand .115 inch diameter pin kit. You will need to use a Master brand pin kit designed for the original Pro Series locks that have a much smaller pin diameter.

One of two other new keyway cylinders is the number 323 that accepts a Schlage Everest C123 key (*see photograph 20*). Because the Everest keys are patented, ABUS does not include a key blank with these cylinders or padlocks with these cylinders already factory installed. You will need to get original Schlage Everest keys. There is a number 345 cylinder that is equivalent to the Schlage Everest C145 keyway, which is another patented key. The cylinders merely have the same physical keyway so you can code the padlocks to match Everest keys. The check pin that is part of an original Everest cylinder is not contained in the ABUS version cylinders. If you must have the check pin, you will need to use the ABUS 83KnK series padlocks and put an original Everest knob cylinder inside it. As with the other ABUS com-

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mercial keyway cylinders, these new keyway cylinders can go in the 83/45, 83/50 or 83/55 padlocks.

Weather-Proof Caps

Many padlocks are used outdoors. I know I sell a lot of ABUS padlocks to be used outdoors. I had been wondering a long time when ABUS would get around to some kind of weather resistant cover for their padlocks, when they are used outdoors. Well, the wait is finally over. ABUS now has Weather-Proof Caps to go with all three sizes of the 83 series padlocks. One of the caps is installed on an 83AL/45 padlock and just above is a larger cap designed for the 83/55 size padlocks (*see photograph 21*). The one installed on the aluminum body padlock will fit on either 83/45 or 83/50 size padlocks. You should be able to install the caps on either KnK or IC padlocks too, but you will likely have to remove the cap first if you plan to use a control key to remove an I-Core. The keyway cover is snapped in place to keep out the elements (*see photograph 22*).

I have been impressed with ABUS padlocks since the introduction of the 83 series locks a few years ago. They constantly upgrade and improve this product line. In my opinion, they are the most service friendly padlocks that can use commercial keyways. I'm impressed with their newest changes and am looking forward to what is up their sleeves for next time.

ABUS has recently moved operations to Arizona. If you can't find ABUS padlocks at your local locksmith supplier, you can write them at: ABUS Lock Company, 23910 N. 19th Ave., Suite 56, Phoenix, AZ 85027. Phone: 623/516-9933. Toll Free: 800/352-2287. FAX: 623/516-9934. Find them online at: www.abuslock.com. Circle 261 on Rapid Reply. **RL**

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There seems to be a million uses for the common padlock and just as many padlock products to fit the needs. Here are some of the latest manufacturers product offerings of padlock products.

Abloy's Strongest Padlock

The Abloy PL362 padlock represents almost 100 years of development. A Padlock that offers both high security padlock and resistance to the harshest environments. It surpasses the most demanding world standards including Swedish grade 5 and CEN grade 6.

With pull and cutting strength exceeding 22,000 lbs. per inch, hard chrome plating prevents corrosion and the housings of hardened steel and shackles of hardened 5/8" thick Boron alloy means maximum protection. This padlock is deadlocked both toe and heel with stainless steel ball bearings. There are no spring-loaded parts to shim, rap or manipulate. The PL362 is also key retaining which means the key removes only in locked position.

Incorporating the patented Abloy Protec rotating disc cylinder mechanism for maximum high security protection against any attempts at picking. There are no springs to wear jam or freeze. 2-billion combinations per keyway assure that even the most complicated GGMK master keys systems can be created. A full range of Padlocks and Door locks can be incorporated into this same key system. Keys can only be obtained from authorized Abloy Protec dealers with a dedicated key machine.



American Lock 2500 Hockey Puck

Tired of searching for the keyhole on a Hockey Puck? Now there is another option. The new 2500 from American Lock has a keyhole in the front and a spring-loaded plunger where the key used to be. There are a number of advantages to this new design;

- Front of the lock visibility for the keyway makes it easier to use the key
- Now the cylinder has a hardened plate in front of it for drill resistance
- The cylinder uses stainless steel pins for even more drill resistance
- The spring loaded locking plunger allows locking without the key

- The user is less likely to break keys by carrying the lock by the key
- Easier to service, no roll pins to drive out to rekey, standard American cylinder.
- A cover plate on the back is held in place by five 3/32" hex head screws.

When disassembling the lock to change or rekey the cylinder it is a good idea to first remove the bolt spring.

After that you can remove the cam on the back of the cylinder, and then the cylinder. The plastic sleeve on the cylinder can be slid off and onto another cylinder if desired. The only purpose of the sleeve is to position the cylinder within the lock body.

If desired, the locking bolt may be removed to allow removal of the shackle pin. Note the orientation of the flat on the shackle pin to make reassembly easier. After reassembly check the operation before locking it onto a hasp.

CCL SearchAlert™ Classic Combination Locks

CCL Security Products has introduced SearchAlert™ Classic Combination Luggage Locks. Available in 11 Fashion Colors including

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Model 98 shown with Model 83 Quick-change Marking Head



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Sunshine Yellow, Hot Pink and Purple Grape, the new SearchAlert Classics are recognized and accepted by the Transportation Security Administration (TSA) for use at all U.S. airports for locking checked Luggage.

The SearchAlert Classic combination locks are part of the Travel Sentry program initiated to help security screeners evaluate checked luggage once it has been sent through the electronic screening process. If the locks on the luggage are not those recognized and accepted by the TSA, the security screeners have the right to cut those locks off in order to hand search a piece of luggage.



SearchAlert Classic Combination locks are available from SHDA Locksmith Distributors across the country. A free window poster/banner is Available from CCL promoting the new SearchAlert program.

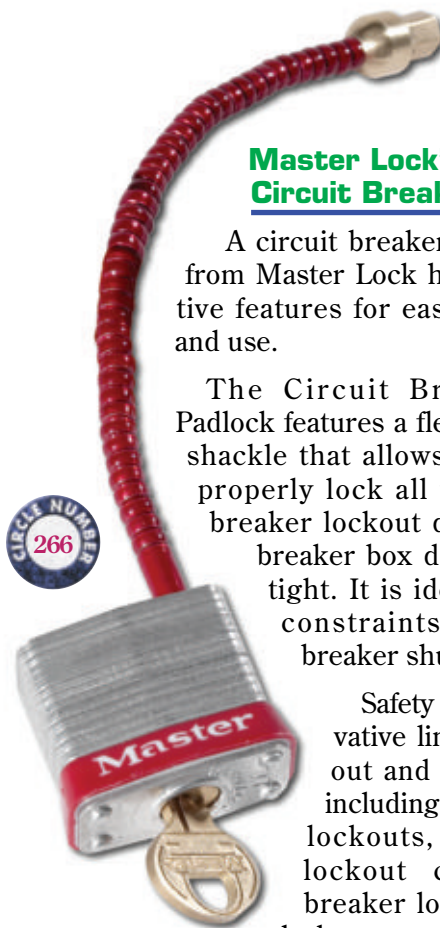
Federal Lock Interchangeable Core Padlocks

Federal lock offers solid steel and brass interchangeable core padlocks to meet the needs of the locksmith industry. Federal's interchangeable core padlocks will accept Best, Arrow, Falcon, KSP, ILCO, MEDECO, Keymark and KABA Peaks interchangeable core cylinders.

Federal's interchangeable core padlocks are all available with quick-change hardened steel shackles in three different lengths 1", 2" and 3". Federal also offers a 5" shackle for the #150 IC Series 1-3/4" padlock. These interchangeable core padlocks are avail-

able key retained/non-key retained and with brass or steel chains.

Federal's quality padlocks are designed to give the commercial and industrial end user security and reliable service for years. Federal interchangeable core padlocks are available for the professional locksmith giving them a quality product that was designed for the locksmith.



Master Lock's Innovative Circuit Breaker Padlock

A circuit breaker switch padlock from Master Lock has many innovative features for ease of application and use.

The Circuit Breaker Switch Padlock features a flexible steel cable shackle that allows the padlock to properly lock all types of circuit breaker lockout devices, and the breaker box door to be closed tight. It is ideal for the tight constraints within circuit breaker shutoff boxes.

Safety Series is an innovative line of safety lockout and tagout products including adjustable cable lockouts, rotating valve lockout covers, circuit breaker lockouts and padlocks, group lock boxes work-er-friendly modular kits, tags, snap-on hasps and much more.

Medeco's New High Security Padlock

A new high-security padlock line is available from Medeco High Security Locks, replacing the company's System Series, Metrolock, Brass Body, and KeyMark padlocks. The new padlocks can be keyed into most high-security systems and are easily integrated into master key systems for one-key security.



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BUICK

LeSabre 02

YEAR: 1992 - 1999
LINKAGE: HORIZONTAL
PICK: SIDEBAR
TOOL: AD-38
"Honda Tool"

PREFERRED OPENING METHOD
This model was redesigned in 1992.

1. Insert a wedge at 6" forward of the split window divider of the rear passenger door.
2. Insert an inspection light and identify the horizontal rod as it travels from behind the protective plate.
3. Insert the small hook end of an AO38 "Honda Tool" at 2" forward of the divider, tip facing rearward. (Photo 2)
4. Lower the AO38 11" into the door cavity at a 30° angle. Slide the tool rearward 2" and rotate 60° clockwise. Seat the tip of the tool on the horizontal rod. Twist the tool to bind the rod.
5. Lift the horizontal rod gently to unlock the door. (Photo 3)

ALTERNATE OPENING METHOD

1. Insert a pump wedge at 12" from the front edge of the window glass of the rear passenger door. Inflate wedge.
2. Insert an AO34 "MCOT-Narrow Tool" at 8" from the front edge of the window, tip facing rearward.
3. Lower the AO34 12" into the door cavity and rotate it beneath the bottom edge of the glass. Deflate wedge.
4. Lift the tool, gradually working the tip of the tool into the vehicle interior. Rotate the tool 45° clockwise and position the tip of the tool in front of the inside lock-unlock button.
5. Rotate the lock-unlock button rearward to unlock the door. (Photo 4)

LeSabre 03

YEAR: 2000 -
LINKAGE: HORIZONTAL
PICK: SIDEBAR
TOOL: AD-38
"Honda Tool"

PREFERRED OPENING METHOD
This model was redesigned in 2000.

1. Insert a Pump Wedge at 12" from the rear edge of the window divider of the passenger door. Inflate wedge.
2. Insert an inspection light from the rear edge of the split window divider and identify the lower horizontal rod. Insert the small hook end of an AO38 "Honda Tool" at 2" from the rear edge of the split window divider, tip facing forward. (Photo 2)
3. Lower the AO38 9" into the door cavity. Rotate the tool 90° counter-clockwise.
4. Lower the tool until the tip of the tool makes contact with the lower horizontal rod. Position the tip of the tool under the lower horizontal rod. Twist the tool clockwise to bind the rod.
5. Push the horizontal rod forward to unlock the door. (Photo 3)

ALTERNATE OPENING METHOD

1. Insert a Pump wedge at 12" from the front edge of the window glass of the rear passenger door. Inflate wedge.
2. Insert an AO34 "MCOT-Narrow Tool" at 8" from the front edge of the window glass, facing rearward.
3. Lower the AO34 12" into the door cavity. Rotate the tool beneath the bottom edge of the glass. Deflate wedge.
4. Lift the tool, gradually working the tip of the tool into the vehicle interior. Rotate the tool 45° clockwise and position the tip of the tool in front of the inside lock-unlock button.
5. Push the button rearward to unlock the door. (Photo 4)



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2004

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Car Opening Updates

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2005

CAR OPENING UPDATE



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In Full Color

Continued from page 32

The UL437 Listed Medeco3 cylinders provide high security protection and Medeco's patented key control protects against unauthorized key duplication.

The new padlocks offer physical strength and flexible options for system integration. They're available in Weather Resistant or Shrouded Shackle body styles. Each style is available with a 5/16-inch or 7/16-inch diameter shackle with extended length shackles available on Weather Resistant models.

The padlocks' black body cover features the gold Medeco logo. Cylinders come in the standard 606 satin brass finish. They are available keyed alike or differently, master keyed or sub-assembled.



KRYPTONITE by SCHLAGE

An extensive Kryptonite by Schlage portable security line, with over 200 products, launches in January 2005. This broad range of commercial grade products delivers the complete array of Schlage cylinder and keyway solutions. Schlage's patented key systems provide the optimal flexibility in key control and affordability. The program includes padlocks, flexible steel locking cables and security chains available in Schlage Classic, SFIC and restricted cylinders. This provides the end user a single Schlage solution for integration of perimeter gates, remote storage and mobile



equipment security into a new or existing door security system.

Padlocks are either brass, steel or chrome plated brass and include a variety of body and shackle sizes to accommodate any application. The Kryptonite by Schlage line is supported by a full selection of parts and accessories including a Service Repair Kit designed specifically for the professional locksmith.

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Yale padlocks offer a primary lever of security where traditional locking means are not available, and a secondary level of security for applications where added physical protection is desired.



Padlocks can be tied into master key systems, providing a high level of key control. Yale padlocks feature non-corrosive brass cases, hardened steel, rust-resistant shackles and spring-loaded bolts at the heel and toe of the shackles. Yale's 800 series of heavy-duty padlocks offer extra-heavy brass casting. Optional features include interchangeable cores, extended shackles, brass shackles, steel chains and dust guards.

Applications where padlocks are useful include gates, exterior door, overseas storage containers, tractor-trailers and interior applications, such as electrical boxes. **RL**

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Circle 210 on Rapid Reply

2001 TOYOTA Prius

PART
1

by
Michael Hyde



1. Toyota's first entrance into the new hybrid vehicle market comes in the form of the 2001 Toyota Prius, 4-door sedan. Average gas mileage has been reported to be between 40-55 miles per gallon, depending on driving conditions.



2. Unlike a pure-electric car, the Prius is powered by both a small gasoline engine and an electric motor/generator and large battery bank. When the car is idling, all power that is needed is taken from the batteries. When the batteries run low, or during acceleration, the small, 1.0Liter, inline 4cylinder engine kicks in, either to recharge the batteries or to supply needed acceleration power. One or more of the Prius' 16 on-board computers controls all this. A color display on the dashboard displays the status of the Hybrid system as well as controls the car's stereo system.



3. There are many orange warning stickers and plugs under the hood, warning of electrocution hazard. I would think twice about giving or receiving a "jump-start" from a Prius.



4. The Prius uses a transponder key system. The car uses a TR-47PHT as the primary key. According to the owner's manual, the Prius can only hold 2 master keys and 1 valet. We have heard of a person that has successfully added 4 masters and 2 valets. If all master keys are lost, the cars Electronic Control Module (ECM) must be replaced or reset. This is quite a big job, considering the ECM that controls the transponder key system is located behind the dash, and dash removal is needed to gain access to this ECM.

OPENING

This vehicle uses bicycle style cables instead of linkage rods inside the door. An under-the-window tool to attack the inside lock button is best. The alarm lock will attempt to relock the vehicle as soon as you unlock it, so be prepared to quickly open the door as soon as you unlock it.

IGNITION LOCK



5. The ignition lock cylinder is held in place by an active retainer system. A working mechanical key is needed to turn the lock to "Accessory," as well as gain access to two of the shroud screws, so that the cylinder can be removed.



6. Begin by removing the single Phillips screw at the bottom of the shroud.



7. Next you will need to remove the two screws behind the steering wheel, located at the 3 o'clock and 9 o'clock position. You will need a working key at this point. If the steering wheel is locked you will not have access to these two Phillips screws.



8. Now carefully separate the clamshell shroud.



10. Slide the antenna ring over the front of the lock.



9. Remove the Phillips screw that holds the transponder antenna ring to the ignition cylinder.



11. Turn the lock to the "Accessory" position and depress the active retainer. The cylinder can now be removed.

12. The Prius ignition lock is similar to that found on many 1990's Toyotas. The face cap is held in place by one steel roll pin and two tabs.

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13. Start by drilling a small hole in the side of the cylinder housing, directly under the steel roll pin. Now insert a small pick into the hole and push the roll-pin outward. Once you get it out a little ways, you can grab it with a pair of pliers.



14. Next hold the lock securely in a vise and use a punch to punch the face-cap tabs through the lock cylinder body.



15. The face-cap can now be removed.

16. Next, remove the steel retaining ring at the rear of the cylinder with a pair of snapping pliers.



17. The cylinder can now be removed through the front of the lock. Note all 8 tumblers are present in the ignition.

GLOVE BOX LOCK



18. There is no glove-box lock on this model.

TRUNK LOCK



19. The trunk lock is removed from the outside of the car, but you must have access to the inside of the trunk to remove the trim piece that holds the lock to the car. Start by removing the black felt cover on the trunk lid.

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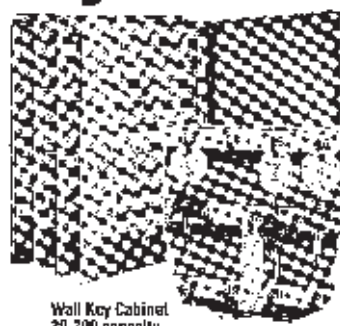
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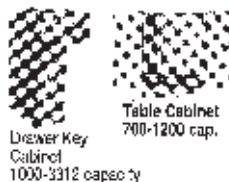


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20. Disconnect the trunk lock linkage.



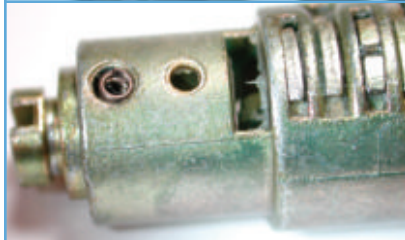
21. There are four, 10mm nuts that hold the long trim piece to the trunk lid. Remove them and you can remove the trim piece.



22. The trunk lock can now be removed.



23. Begin by gently prying off the face-cap and removing the tailpiece. The face cap can be reused. There is a small ball bearing and spring at the rear of the cylinder. BE CAREFUL when removing the cylinder through the front of the lock. The ball bearing will shoot out if you remove the cylinder too quickly. You may lose an eye, or worse, the customer's invaluable ball bearing.



24. The last 7 tumbler positions are found in the trunk lock.

In the next installment we will cover the door lock and programming procedures.

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◀ Like the HaspLock, Forté PullBolt (2 models) uses a standard 6-pin "key-in-knob" style lock cylinder which can be keyed alike, master-keyed, maison-keyed or replaced with high security systems such as Abloy, Assa, Kaba, Medeco, Mul-T-Lock, Schlage Primus...

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by Marc Goldberg
Publisher

One fall day not long ago, Advertising Account Manager Debbie Schertzing and I boarded a plane bound for La Guardia Airport in New York. We were off to visit Arrow Lock Co., and to see their relatively new facility in Hicksville, on Long Island.

Neither Debbie nor I knew quite what to expect. All we knew were the basics: that Arrow had moved their operations from Brooklyn to Hicksville, NY in December of 2003. In Brooklyn, the company manufactured most all of their own components, and while the line was well known, delivery

and lead times were sometimes an issue. The move was, in part, designed to address this situation and boost efficiency.

The move was not a simple one. Manufacturing processes that had been working in Brooklyn for half a century were moved to a number of sister company facilities within the ASSA ABLOY Group. The very machines that make parts were moved and reinstalled. Arrow left behind their quarter of a million square foot facility, and took new residence in 60,000 square feet in Hicksville.

What was intended to quickly benefit customers with new effi-

ciency, became somewhat bogged down in the intricacies of transferring the operation. For a time, rather than ship quicker—which was the intention all along—Arrow actually faced new challenges and delays, so Debbie and I halfway expected to encounter a defensive group of people at Arrow. What we found, however, surprised us. The attitude at Arrow is upbeat, and a can-do spirit has invaded every corner of the new plant. From front office to loading dock, everyone we met was busy proving that this company



New Arrow manufacturing facility and work stations.

is now ready to meet and exceed customer expectations.

We happened to arrive at the start of a company-wide pizza lunch. You know that was a good thing if you've ever tasted New York style pizza. Being Chicagoans, we're really picky about pizza, but we were impressed. Even more impressive was the talk at lunch. Company President Charlie Armstrong got up to thank his man-



Left to Right: Sales and Marketing Director George Hanson, President Charlie Armstrong, Product Manager Fernando Nunez.



The Customer Service department.

agers, customer service team, and workers for reducing lead times and for virtually eliminating backorders.

Not long before, Arrow had thrown a company barbeque to thank workers for their efforts. Every employee in the place applauded their mutual accomplishments, as Charlie told them, "You're all in customer service. Every one of you is important in helping satisfy the customer, and I want to thank you."

Later, we asked Sales and Marketing Director George Hansen about the move, and Arrow's new and long awaited efficiency. "We've been able to


transition the way we create products and bring them to the market," he said. "When you take on a project like this, there are a lot of issues that come up. The change took longer than we anticipated. But we've finally come to a successful transition," George concluded.

President Charlie Armstrong added information about the changeover. "Arrow has been a New York company all of its life, since 1949. Unfortunately, Brooklyn and New York City are no longer manufacturer friendly. We decided to keep Arrow in the New York market by moving here to Long Island, and streamlining operations to better serve our customers. Our product was always good, but for a while, the move slowed us down. Now we've been able to drastically reduce our lead times. Our backorder rates have fallen to almost zero."

What about this enthusiasm we kept seeing throughout the facility? We asked Product Manager Fernando Nunez to explain. "In the move, a core

group of experienced people moved with us from Brooklyn to Hicksville. Everyone on our factory floor wants to be there, and they have a team spirit. Our employees now have a larger voice and we welcome their suggestions. It has been a great transformation and we have open communication between workers and management," he said.

That day we met most of the people who work at Arrow, whether they process customer orders, drive a forklift or work in the executive offices. Nonetheless, they all had one thing in common... they are working hard for your business... and they are smiling.

For more information on Arrow locks contact your distributor or Arrow at: Phone: 800-221-6529 or 718-257-4700; Fax: 718-649-9097; E Mail: info@arrowlock.com; Web: www.arrowlock.com. Circle 270 on Rapid Reply. 

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BIANCHI Transponder Detector

by
Sal Dulcamaro, CML

These days a good percentage of cars use transponder enhanced keys to start the car. With both original and aftermarket transponder keys out there to confuse us, it can be a trick to determine which keys are electronically enhanced and which aren't. Even if we choose not to make transponder automotive keys, it would pay for us to be able to tell them apart. No sense saying you can't make the customer's car key when it is just metal and plastic and no electronics inside. So our eyes won't deceive us and unnecessarily make us lose a sale, we need to equip ourselves with a device that can "see" if there is a transponder inside the car key.

With a little help from Bianchi, we can separate the transponder keys from the non-transponder keys. The Bianchi TD-3000 is a transponder detector that easily fits in the palm of your hand, (*see photograph 1*). Not only will it detect a transponder hidden within the plastic head of the key, it will identify the type. The Transponder Application Chart will help to translate the symbol in the display window of the TD-3000 and help you decipher what type of transponder is in the key, (*figure 1*). The TD-3000 can identify transponder types that include Texas Instruments, Megamos, Philips and Temic. It



1. The Bianchi TD-3000.

TEXAS INSTRUMENTS	
P.	Fixed Code
Q.	Encrypted Code
MEGAMOS	
3.	Fixed Code
R.	Encrypted Code
PHILIPS	
7.	Fixed Code
B, E, F, G.	Encrypted Code
9.	Encrypted Code 2

Figure 1.



2. The button looks like an encircled number 1.

can identify both fixed and encrypted type transponder codes.

Using the TD-3000

The TD-3000 is simple to use. First you press the button that looks like an encircled number 1 in the middle of a dark triangle, (*see photograph 2*). A small LED dot will display in the lower right hand corner. The detector only reads the key for a few seconds after pushing the button. If the LED dot shuts off, you will have to push the button again.

While the dot is still showing, insert the key into the key holder (opening) of the TD-3000. I don't mean to be repetitive, but you have only a few seconds before the light goes out. If you plan on testing a key, make sure it is within reach after you press the on button. A plastic head non-transponder GM key is within the key holder in *photograph 2*. The display shows no identifying code whether there is no key in the holder or just a non-transponder key in the holder.

When I tested a Ford transponder key the display showed what appeared to be the capital letter "P", (*see photograph 3*). If you look at the Transponder Application Chart, you will see that indicates Texas Instruments/Fixed Code. That is consistent with a Ford transponder key. Mechanically



3. The display showed what appeared to be the capital letter "P"



4. The display indicated what looked like the number 3.

you might be able to duplicate the key, but you will need to find out programming requirements to see if you will be able to program the new key. Depending on equipment you have or don't have, you may not be able to program a new transponder key with access to only one currently programmed transponder key.

After testing a GM transponder key the display indicated what looked like the number 3, (see photograph 4). According the chart in figure 1, it has a Megamos Fixed Code transponder. That is consistent with a GM transponder key. It is hard to see in the photo, but the key is marked "PK3" in the blade of the key just below the rubber head. A GM key marked in that way will also tell you that you have a transponder key, even without an electronic transponder detector.

There is a very large assortment of both domestic and import cars that use some form of transponder key. Separate from detecting the existence of a transponder within any particular key, you will find a dramatic

range of programming procedures to cover all of them. Many will require specialized electronic equipment to program them.

While most domestic cars with transponder keys can be mechanically cut on a standard key machine, a good percentage of Japanese auto transponder keys must be cut on a specialty (high security) key machine. In many cases you will need both specialized key cutting equipment and specialized electronic programming equipment to make a completely functional key. The transponder detector helps you sort out which keys are which, then it is up to you whether you use the device just to let you know which keys you won't be making. It can also tell you what kind of key you are about to make if you have the



5. The battery compartment is on the back.

appropriate cutting and programming equipment.

The battery compartment is on the back of the TD-3000. It uses just one 9-volt battery, (see photograph 5). A flashing battery on the display indicates the battery is low.

With so many cars out there and the difficulty in being certain whether or not you have a key with a transponder inside it, the TD-3000 can be an important tool for the modern automotive locksmith.

If your locksmith supplier does not stock Bianchi products, you can call Bianchi USA, Inc. at: 440/716-8006.

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BEATING THE CAR CABLED REVOLUTION

Many new vehicles have the locksmith industry wondering, "How can we get into them?" Many of these questions are raised because some of the newer vehicles have cabled linkages, which make for a difficult and sometimes seemingly impossible opening.

Let's turn the clock back a bit and look at some of the original methods used for opening cars and trucks.

In the 1970's most vehicles had a standard vertical lock link-

age, which was basically a metal rod bent to fit in the door between the lock mechanism and the lock button (vertical Lock Button). Although this system was used well over 30 years ago, it is still a major component in many of the today's vehicles.

In the 1980's, the automotive industry introduced a variety of methods to keep thieves out of the doors. Manufacturers, such as General Motors, used large shields made of metal, which would block most of the linkage, generally leaving only a small opening where the

linkage could be accessed. Japanese auto makers would use small plastic sheaths with netting that would slide along the linkage to prevent a tool from gripping the surface of the rod.



by
Chris Vigil

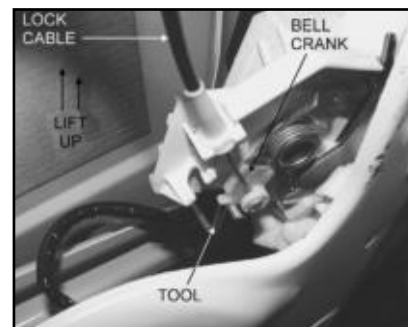
In the 1990's, the automotive industry pulled a stunt no one had suspected. They began using cable locks, which are essentially the same system, but



Photograph 1.



Photograph 2.



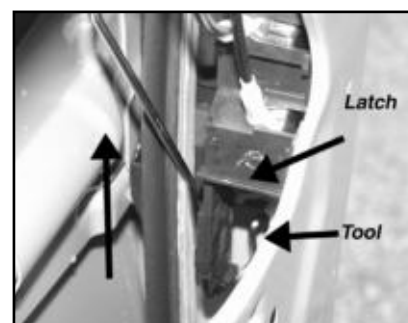
Photograph 3.



Photograph 4.



Photograph 5.



Photograph 6.

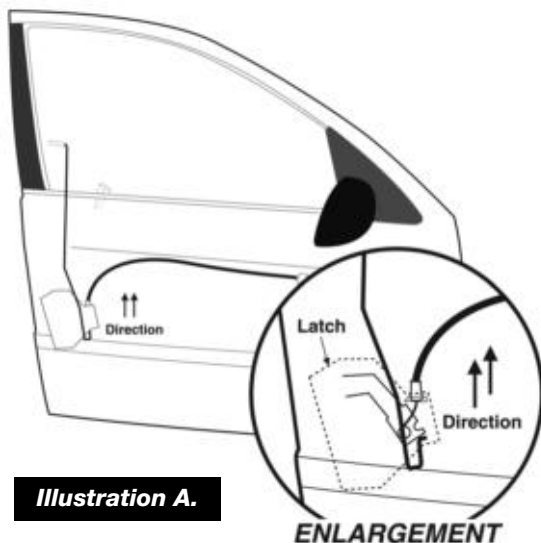


Illustration A.

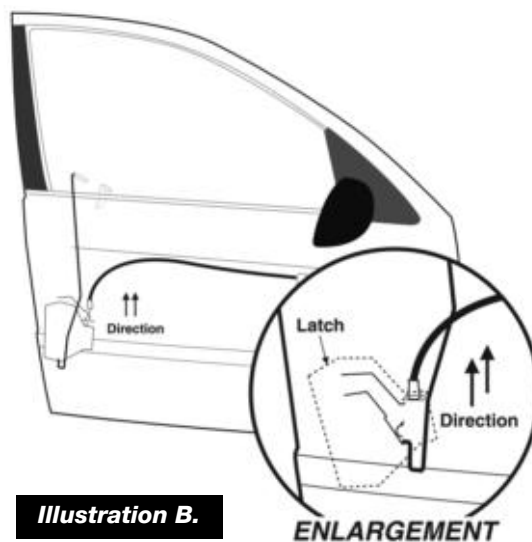


Illustration B.

instead of metal lock linkages, they use a piece of cable encased in a plastic sheathing. A close example would be the brake cable of a standard bicycle. The cable is more flexible, easier to install for the manufacturers and easily adaptable to design changes.

The issue standard metal linkages posed was that in an

accident, the linkage may crumple, releasing the door, which could lead to serious injury, especially to unrestrained passengers. Flexible cables can move and bend with less chance of releasing the door, or worse, leaving the victim stranded.

Along with adding safety for the passengers of the vehicle,

cable locks are a convenient way to keep out amateur thieves. All of this makes the locksmith's job, helping the stranded motorist in the nearby shopping mall, a lot harder. Fortunately, there are ways around these cable problems. Let's look at a few different types of cable linkage systems.

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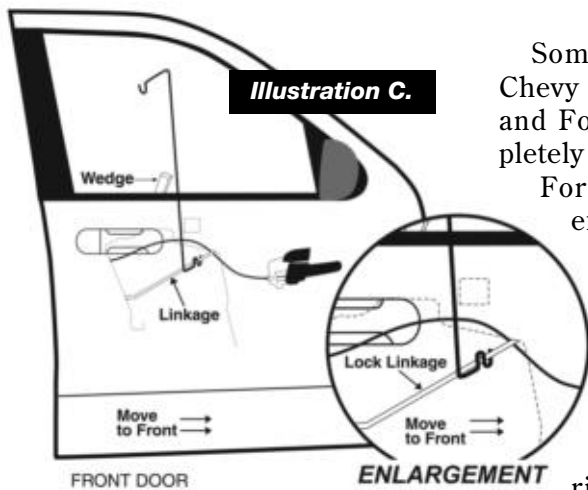


Illustration C.

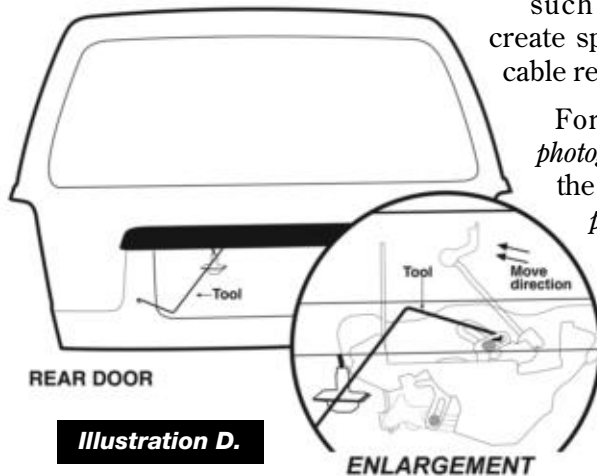


Illustration D.

Some vehicles, such as the Chevy Colorado, GMC Canyon and Ford Focus, have a completely cabled linkage system. Fortunately they leave an exposed area under the latch mechanism. This demonstrates the safety thinking involved, because they used the cable linkages, but they left an access that can be attacked using the right tools. Companies, such as High Tech Tools, create special tools to fight the cable revolution.

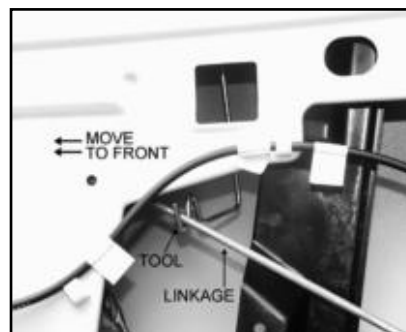
For the Ford Focus, (see photograph 1) you would use the High Tech tool #67 (see photograph 2). The tool simply comes up under the latch mechanism (see photograph 3), and pushes up the exposed lever of the mechanism, effectively unlocking the



Photograph 7.



Photograph 8.



Photograph 9.



Photograph 10.



Photograph 11.

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Photograph 12.

car, saving the stranded shopper (see illustration A).

This tool also works on the Chevrolet Colorado (see photograph 4) and the GMC Canyon. Insert the tool with the hook pointing towards the rear of the vehicle (see photograph 5), insert tool under the latch (see photograph 6) and pull up to unlock (see illustration B).

The next type is the barebones of the cable revolution, focused solely on safety, which has the door handle cabled, but not the lock mechanism. A good example is the Ford Explorer (see photograph 7). The



Photograph 13.

work around for this type of linkage involves using High Tech's tool #86 (see photograph 8). This tool has a hook that comes up under the linkage rod (see photograph 9) binding the linkage and sliding it forward, effectively unlocking the door (see illustration C).


The hardest of the three types of cable linkage can be found on the Ford Escape and Mazda Tribute (see photograph 10). On these vehicles, the easiest access point is not the front doors at all. Instead, there is another slightly more complicated way, but it will get the job done.

After removing the light above the license plate (see photograph 11), insert the High Tech's tool #77 (see photograph 12). Hook tool on the latch and pull (see photograph 13), lifting the lever on the lock mechanism unlocks the vehicle (see illustration D).

This is only a small view of the cable operated vehicles on the road, but it provides a glimpse of the new cars locking mechanisms, and hopefully you will be better prepared on your next vehicle lockout.

For more information contact:

High Tech Tools; Phone: 800-323-8324 or 305-649-7014; Fax: 305-541-0074; E-Mail: sales@hightechtools.com; Web: www.hightechtools.com. Circle 271 on Rapid Reply.

About the Author: Chris Vigil is only 16 years old and already an important asset at High Tech Tools Company. 

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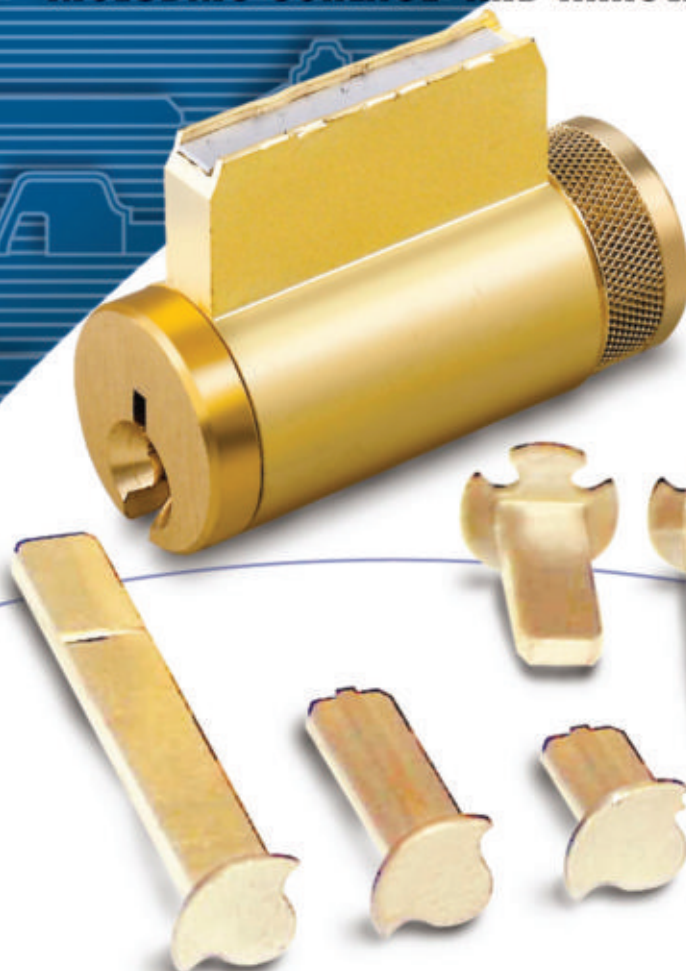
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By
Richard Allen
Dickey

Getting A Lockmasters Education



1. If first impressions are important, just pulling into the parking lot will start your day off well!

Professional training is one of those things that is often overlooked. The idea of On The Job Training (OJT) is preferred by many people and is a very inexpensive way to learn, or is it?

If you are in a busy shop and you spend three hours learning to do a thirty-minute job, is that a good thing? Some would say yes, but how many jobs did you miss out on because you simply did not have the time to do them? Did the three hours of fumbling around give your customer the idea they were dealing with a professional? So many questions, so little time.

I wanted to brush up on my Safe Deposit Box service skills, so I called Lockmasters and arranged to meet with them. I wanted to take one of their class-

es and stick around for a day or two just to see how some of the other classes looked. I was in for one big surprise!

When I first arrived at the Lockmasters training facility in Nicholasville Kentucky, the first thing I saw was their new building (see photograph 1). It is a very impressive site to see! But that is just the beginning.

Walking through the front doors revealed the Harry C. Miller lock collection (see photographs 2). I have been told that

this is the most extensive lock collection in the world. There are approximately 20 glass cases on display and four times that much in storage (see photograph 3). If you like old locks, this is a must

see collection. Also in the museum, you will find dozens of patents hanging on the wall. This was a very exciting visit for me (see photograph 4).

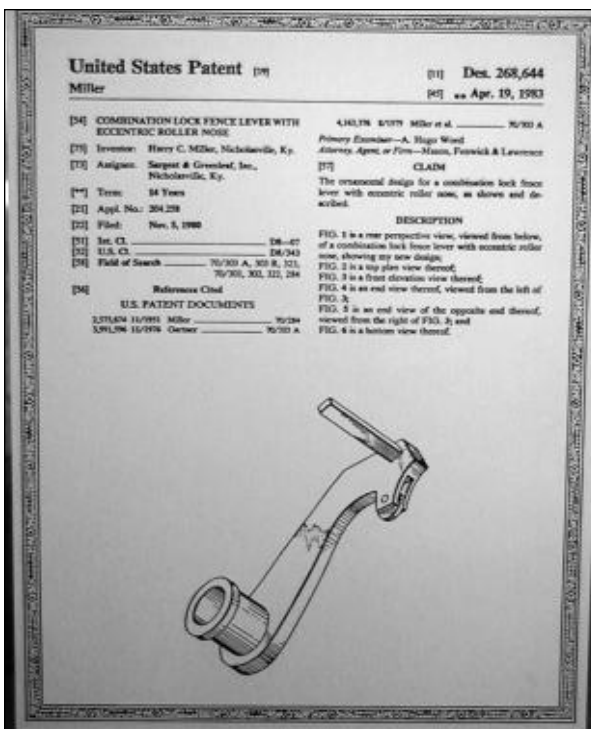
I was given a tour of the training facility by Tom Woodall, the director of training. The first classroom we entered was the "Professional Industrial Locksmithing" class (see photograph 5). This is a 10-day course that can handle around twenty people. Each student has a nice work area with a set of books,



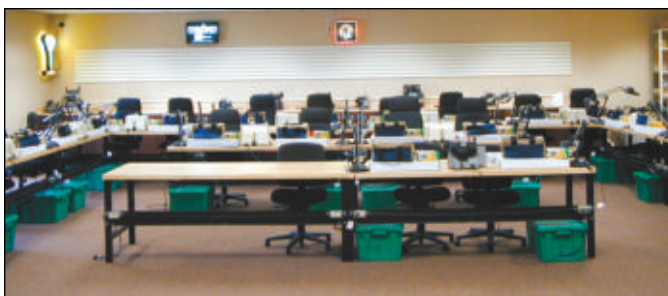
2. The Harry C. Miller lock collection is a very impressive site to see.



3. This is said to be the largest lock collection in the world.



4. There are dozens of patents hanging on the wall of the museum.



5. Stepping into the Professional Industrial Locksmithing classroom gives you a feeling of spaciousness and comfort.



6. Each student position is equipped with everything needed, so sharing of tools and locks is not necessary.

tools and key machine (see photograph 6). Lockmasters wants to ensure that each student will never have to share tools or equipment.

The classrooms are filled with visual aids and enlarged samples of locks to help understand how things work on the inside of the lock (see photograph 7). Each student is provided a project box that is full of locks that will be used during the two weeks of training (see photograph 8).

The next class we entered is used for all of the safe and associated equipment training (see photograph 9). There are many samples of “cut away” containers so you can understand how they look on the inside (see photograph 10). This is a very comfortable training environment with every kind of training aid you can think of (see photograph 11).

There are a total of 19 different classes offered that cover a wide range of lock and security issues. Most are even accredited courses. Some classes are only offered to government personnel, however most are available to any locksmith that doesn't mind being fingerprinted. Did I say fingerprinted? Yes I did! Lockmasters does everything in their



7. Enlarged models and mounted displays expose students to numerous locks.



8. Each student position is supplied with an assortment of locks used during training.

power to ensure training is only given to the good guys.

Now that I have given you a little peak inside Lockmasters, I want to share a little of the information from the class I was really there for. That is the “Safe Deposit Lock Servicing” class. It is held twice a year and I couldn't wait to get started!

The class starts out like most with introductions and counting your tools. We did count them so we would know if something was missing when the class was over.



9. The Safe Lock Servicing classroom is surrounded with a variety of safes.



10. Many of the safes are cut away to show the inside.



11. Lots of visual aids are used during training.

We counted them so we would know how many we would be taking home when we left. All of the tools used in the class are yours to keep. That's the kind of class I like!

When we started getting into the good stuff, the books were opened and locks were taken apart (see photograph 12). There were a total of nine locks used during the class and each student



12. In the Safe Deposit Class, manuals and tools are given to each student.

had their own to work with (see photograph 13).

Each lock has explained in detail. Levers were examined, keys were made and questions were answered. After the locks were reassembled, picking options were discussed and practiced. We even talked about destructive entry techniques. As you may have guessed, the destructive entry was the highlight of the class!

Each student was given a new S&G 4440 to destroy. It was wonderful! The lock was mounted on

a door with a stand at each student position. It was decided that we would pull the door with our new set of tools.

The first step was to pull the nose. A special tool was threaded into the nose of the renters side of the lock (see photograph 14). A few more parts were added to the assembly, (see photograph 15) a wrench was turned and the nose popped off (see photograph 16).

At this point it is possible to force the bolt over on some locks. However, the goal was to pull the door, and that is what I intended to do!

Using a few more tools from my special tool kit, I prepared to pull the door (see photograph 17). With the tightening of one bolt, I could see movement in the door. A

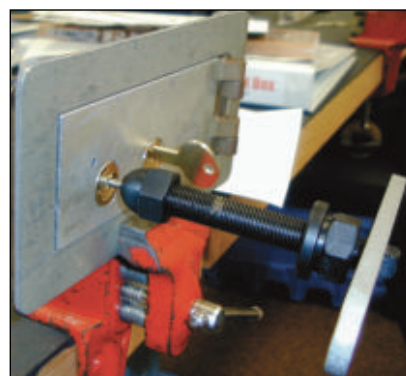


13. Nine different locks are disassembled and discussed in class.

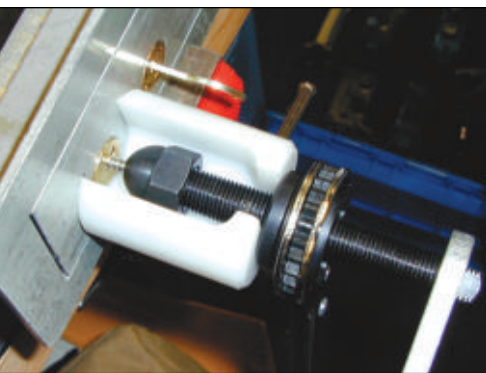
few more turns and it was obvious that back of the case was giving way (see photograph 18). Only a couple more turns and the door popped open.

A closer examination of the lock showed that the bolt as well as the back side of the case were the weak points (see photograph 19). It really was a wonderful feeling to get to break something. It was even nicer to see what was happening while it was breaking.

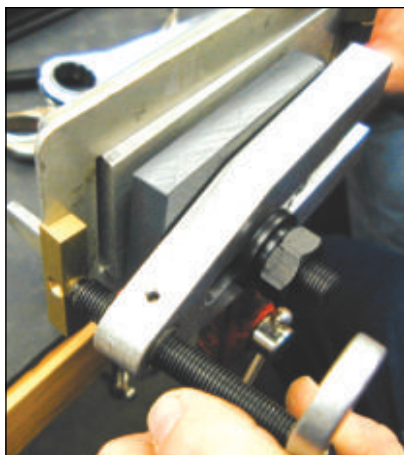
My experience at Lockmasters is something I will never forget. Professional training in a professional environment for the professional locksmith. I hope to go again sometime. Have a great day! Mine was!



14. In preparation for pulling a door, a nose pulling tool is screwed into the renters nose or horn.



15. A spacer and wrench complete the preparation for pulling the nose.



17. Here is a view of the door pulling tool in place.



19. The final results are a broken bolt and a broken back of the lock case.



16. With the nose pulled, the bolts of some locks can be forced.



18. It is easy to see exactly what is happening when pulling the door in the classroom.

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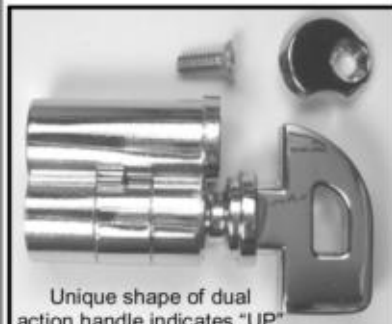
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by
Ken Holmlund

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The Schlage "A" series is available in eleven functions—passage, exit, patio, privacy, communicating, single dummy, entrance, classroom communicating keyed, storeroom and hotel and twelve finishes to meet your every need. The keyed functions are reversible and the non-keyed functions are non-handed. The standard lockset fits doors from: 1-3/8" to 1-7/8" with an optional extension available to fit doors up to 2-1/2".

Latch bolts are available in four lengths: 2-3/8", 2-3/4", 3-3/4" and 5" with and extension link. Longer backsets are available upon request. They are available with 1-1/8" x 2-1/4" standard face and have an optional 1" radius

and a non-UL drive in/ round face all with a 1/2" throw. Both dead latch and spring latch latches are available. The lock chassis is steel, zinc dichromate plated for corrosion resistance. The exposed trim is wrought brass, bronze or stainless steel depending on the finish.

Cylinders and keying also are available in a wide variety of options including: for commercial use a six pin patented Everest C123 keyway is standard with two nickel silver keys per pack. For residential use a six pin C keyway, keyed to five pins is standard (*see photograph 2*). Other options include the full line of keyways from Schlage and Interchangeable core (with orbit design only) and Primus high security cylinders. Master keying, grand master keying and construction keying is also available. The warranty is for commercial use a three year limited warranty and for residential use a full mechanical lifetime warranty.

Schlage locks are provided with cylinders precision built to

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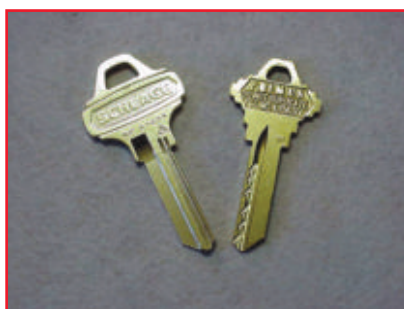
Primus high security cylinders are to add patented key control and varying degrees of geographic exclusivity to most Schlage 6-pin systems, whether Everest or Classic keyways. Primus cylinders incorporate a patented finger pin and sidebar design providing a dual locking cylinder that is virtually pickproof.

If you choose to convert a standard A series lockset to an interchangeable core, it is easily done by changing the knob and adding parts available from Schlage with the following kits. Kit number 01-054ORB contains the driver, retainer, knob and core. Kit number 01-025ORB contains the driver, retainer and knob. Kit number 01-026ORB is the knob only. You will need to specify the finish you need.

One of the biggest problems I have has is when I order a handed lock and need to know what the handing requires. How do I determine if it is right handed or left-handed? One of the easiest methods I have found is to assume the door has a lever lock and see which direction the lever is pointing. If it points to the left, it is a left hand door and vice versa. If you



Photograph 1.



Photograph 2.

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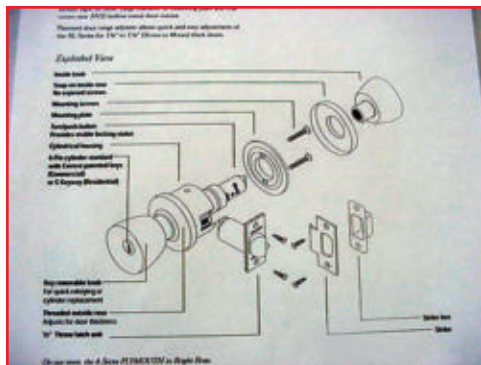


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Photograph 3.

are out side the door and it swings toward you, it is a reverse bevel.

Now, lets take a look at the lock itself. For this article I will use the A53PD entry lockset to exemplify my discussion. An exploded view of the lock is shown in [photograph 3](#).

Installing the lock is a very simple matter. First, you must have a hole in the door that is at least 2 1/8" in diameter and a one-inch hole for installation of the latch bolt. If you are retrofitting the lock into a wooded door or an older steel door, you may have to enlarge the hole to fit the lock.

Once the hole size is correct, slide the latch bolt into the door and place the housing into the hole, being sure the ears of the latch bolt fit into the housing and the latch retractor engages the retracting ears. Install the mounting plate with the words top in the upper position. This seems simple, but it locates the inside rose in the correct position so it should be followed. Now screw the mounting screws into the housing and snap on the inside rose. The inside knob is installed by depressing the retainer on the latch side of the throat and slip the knob over the throat.

To remove the lock, reverse the procedure. If you want to remove the outer knob, be it for rekeying or other purposes, simple turn the key as far as possible in either direction and insert a small tool into the hole in the throat of the knob, ([see photograph 4](#)). On the A series, this hole will always be on the

latch bolt side. The small tool may be something as simple as a heavy paperclip or as common as the tool included in the Schlage package for that purpose. It is worth noting that if you have the lock off the door and want to remove the outer knob, you will have to make sure the knob does not turn when you work the key into position. If the knob turns, the retainer will be moved from the opening and you will not hit it to be able to remove the knob. Lock the knob if necessary but it is possible to hold the mechanism to be able to remove the knob with a little practice.

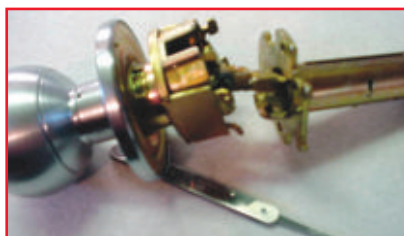
Schlage makes a very close tolerance cylinder and, if you do not have a key, they can be very difficult to pick open. This is a real problem if you have to open the door and it is the only way into the room. If, however, you can open the door and get to the back of the lock, it is possible to get the knob off the lock without drilling the cylinder. The



Photograph 4.



Photograph 5.



Photograph 6.

method is not difficult and could save you a lot of embarrassment in front of a customer because you can pick their lock. After all, I see them on TV and they can open anything with a hairpin.

The method involves several steps:

- 1. Remove the two cotter pins that hold the cover and slide the cover off ([see photograph 5](#)).
- 2. Bend the ears one side of the housing ([see photograph 6](#)).
- 3. Remove the mechanism, holding the retractor in place ([see photograph 7](#)).
- 4. Lift the retractor out, keeping the springs in check. ([see photograph 8](#)).



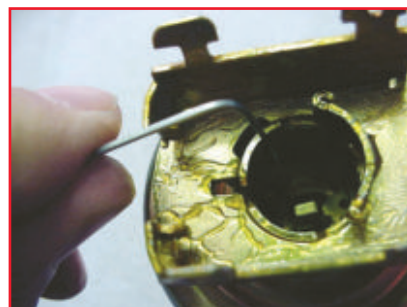
Photograph 7.



Photograph 8.

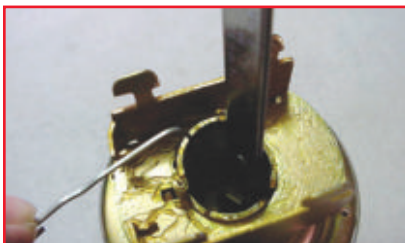


Photograph 9.



Photograph 10.

- **5.** Lift out the cylinder retractor (*see photograph 9*).
- **6.** Locate the pin holding the screw on cap (*see photograph 10*).
- **7.** Depress the pin-I like to use a paper clip opened long enough to reach the pin and bent out of the way (*see photograph 11*).
- **8.** Turn the cap loose from the plug-I use a pick to turn the cap (*see photograph 12*).



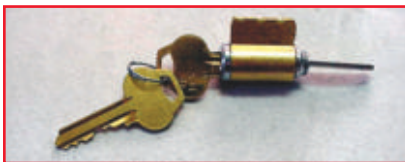
Photograph 11.



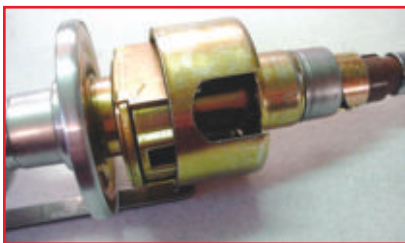
Photograph 12.



Photograph 13.



Photograph 14.



Photograph 15.

- **9.** Once the cap is loose enough, turn the tailpiece 90 degrees (*see photograph 13*).
- **10.** Depress the retainer and remove the knob and cylinder (*see photograph 14*).

Once a key has been made for the cylinder, replace the parts by reversing the procedure.

One of the many useful facets of using the Schlage A series knob is the availability of a wide variety of aftermarket keyways that are specially made to fit the lockset. Kaba Ilco makes two different replacement cylinders, each with up to 30 keyways and eleven finishes. The model 1539 is a universal key in knob/lever cylinder and the model 1599, is a combination key in knob/lever/deadbolt cylinder (*see photograph 15*). Both are suitable for masterkeying and provide a wide range of applications for the Schlage A series lockset.

As you can see, the Schlage A series lockset is a versatile, functional and easily worked on lock

that is widely used throughout the US and many foreign countries. If you are looking for a lock that will do many applications and can reduce the number of locksets, and therefore the investment, you should consider the Schlage A line.

If you want more information on either the Schlage locks or the ILCO replacement cylinders, contact your locksmith supplier or contact the manufacturers at:

Kaba Ilco Corp

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Winston Salem, NC 27105

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or 800-849-8324

Fax: 336-725-3269

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THE Lighter SIDE

Outsourcing



Tossed about in casual conversation, debated in Congress and in the news, cussed and discussed from Podunk Junction to Alakazar, if you haven't already been exposed to outsourcing, it's just a matter of time.

Webster's New World Dictionary of American English, third college edition, defines it this way: "Outsourcing: n. the practice of purchasing parts or finished goods from domestic non-union shops or from foreign companies."

How could dear Webster have known the term would become so distorted in the sixteen or so years since that volume was published? Not only are we now faced with the manufacturing of a host of goods abroad (at the expense of our domestic workforce, I might add), it's spilled over into sales and service, as well.

For example, take a telephone conversation I recently attempted with some nebulous customer service person. The previous evening, I'd had trouble with my little rural-

road connection to the information highway just when I was facing a publisher's deadline. I'd finally gone to bed, confident that morning would bring a miraculous healing of my server's refusal to serve.

Wrong!

I arose before the sun, and armed with a steaming mug of coffee positioned myself before my computer. With my faithful yellow Labrador, Sasha, sprawled at my feet and my ferocious cat, Taz, draped across my lap in his usual deceptive pre-attack position, I tried once more to send the required manuscript to my publisher as an email attachment. No go.

Always before, when I've had problems with dial up, my call for help was handled by a customer service person named something like Jerry or Judy in a location just down the road, but not this time.

"Hello, my name is Serene. I am your customer service person," she said in a smooth, soft voice. At least that's what I think she said.

I was having trouble understanding what seemed to be her accent. "Please to give name, telephone number and email address," she added.

Now, my name isn't the easiest in the world for someone to understand over the telephone, especially someone who isn't accustomed to hearing my combination deep south and southwest Texas drawl. The name Serene repeated back to me may have been somebody's, but it wasn't mine. The P had become a T (at least, that's what it sounded like when she said it), the B was more like D, and the S an X. My new last name was Trodaxco, and my email address had become saratrodaxco.com.

"Sorry, no such listing," she said with a serenity that echoed her obviously assumed name and did nothing to soothe my intensifying mood. Although I realized I wasn't being very serene, I was trying to be civil. Even that was beginning to disappear when Serene finally said, "Do you mean P, as in Peter?"

Aha! A common ground for communication at last. I quickly launched into a phonetic alphabet to spell my last name.

"Yes. Peter, Romeo, Oscar, Bravo, Alpha..."

Serene and I both felt hamstrung by the problem with communication, even when phonetically spelling words, but at least we were able to find reasonably common ground there. Finally, I asked if she knew what had caused the problem, where my server being down was concerned. Had it been because of the storm that had come through our area, the evening before? She didn't understand "storm," so I tried making sound effects of a ferocious storm, complete with rain and wind-whipped thunder. She remained true to her name, but without comprehension.

For nearly an hour, Serene valiantly attempted to gain control of my computer and heal the rift between me and my service provider without success, from her vantage point on the far side of planet earth. I kept glancing at the clock. With my deadline fast approaching, I would obviously need to find some other way to get my manuscript to my publisher.

"I'm going to have to disconnect and go another route," I finally told Serene.

"One moment, please," she said in her soft, calm voice. "I have been given a note to read. Ah! Your server has been down since

last night." As if I didn't already know that. "There has been a large storm in your area." That's what I'd been trying to tell her for ages. "So sorry, nothing can be done at this time. Please call again."

As her voice changed to the beeping noise I'd come to identify as an outsourced dial

tone, I couldn't help but chuckle through my frustration. A storm, only nobody had bothered to notify Serene in a language she could understand. The outsource had been left out. What a serene way for my neighborhood Texas email provider to do business—from the other side of the world.

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FULLER BROS. LOCK, INC.

T-CORE™

by Sal Dulcamaro, CML

A very interesting new product is available from Fuller Bros. Lock, Inc. It is a truly unique thumb-turn device. The “T-Core” converts an IC housing to a thumb-turn mechanism (*see photograph 1*). The T-Core is not intended as a replacement for all the more conventional thumb-turns that are used with locks now. The combined cost of an IC housing and the T-Core will not be price competitive with conventional thumb-turns in most places where you might place a thumb-turn. As such, you are probably not going to stop stocking the more common standard style thumb-turns, and only stock the T-Core and an assortment of IC housings.

Unique circumstances and various types of awkward installations will make you glad that the T-Core exists and is available as an alternative to the standard thumb-turn. There are some very interesting places the T-Core can go that can save you a lot of grief and frustration in comparison to trying to use a conventional thumb-turn. If you think about it, you will probably remember circumstances in the past where you would have liked to have something like the T-Core.

For maximum benefit, we will start out with the presumption that an IC housing is already in place on whatever locking device we



1. The Fuller Bros. T-Core.

intend to install a thumb-turn device. That way we treat it very much as if we are just switching out an existing interchangeable core with another one. If there is no housing in place already, we meet grief now, but save ourselves, or someone else the grief in the future, as we do the initial installation of the IC housing. Now let's review a few examples where the T-Core can cure some of our worst headaches. You will probably find some circumstances where you will also prevent potential physical aches too.

Among the biggest helps the T-Core can give is when you need to convert to a thumb-turn function on a huge glass Herculite door. This is one circumstance where you might benefit from both mental and physical relief. The lock cylinder is usually mounted on the bottom of the door, and complete removal of the door is often the only option to remove and replace an existing lock cylinder. Interchangeable core cylinders are always a good

suggestion for these types of doors (keyed or not), to make lock servicing more of a painless operation. If the interior side of such a door was already set up with an IC keyed lock cylinder, you would just use the control key to remove the existing keyed I-Core and install a T-Core in its place. I will explain that installation procedure shortly.

The Herculite door is a vivid and extreme example of the value of the T-Core. I have never removed and reinstalled a Herculite door. That has been out of concern for my own personal health and well-being, and just general concerns about the cost of replacing such a door. Other applications are under less extreme circumstances and are more convenience reasons for using the T-Core in place of a conventional thumb-turn. Some examples of convenience reasons would be to switch out a keyed IC cylinder to a T-Core for temporary (maybe long term) conversion to a thumb-turn function where you could easily return the IC housing to a keyed function further in the future. Keep in mind that the T-Core can go wherever a conventional interchangeable core lock cylinder can go. That means you can put it in not just a mortise style IC housing, but also in key-in-knob or key-in-lever locksets equipped to accept I-Cores. You can use it as a “test key” to operate locks that have been

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2. By rotating the thumb-piece you will reveal a Phillips head screw.

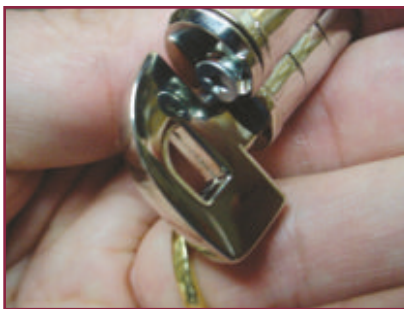
installed, but where no I-Cores have yet been installed. It is tiny enough to fit in your pocket (or keep spares in each of your tool boxes) so you are always ready. Anywhere you can put an I-Core, you can put a T-Core.

The potential uses are only limited by your imagination. During construction, a client might prefer the construction workers gain temporary access with a T-Core rather than issuing keys to people who ought not have them. Just remember that anywhere you want to convert an IC compatible lock from key operation to a thumb-turn operation, the T-Core is what you are looking for to do it. Then you can always convert it back when you feel like it.

— Installing the T-Core —

For the most part, you should be able to install a T-Core thumb-turn anywhere you would otherwise install a 6 or 7 pin small format I-Core. Unlike a keyed I-Core, you will not need a control key to install it. The only tool necessary for installing a T-Core will be a Phillips screwdriver. By slightly rotating the T-Core thumb-piece counter-clockwise, you will reveal a Phillips head screw, (see *photograph 2*). Undo the screw (see *photograph 3*), then remove it and the retaining cap, (see *photograph 4*). Rotate the handle so it is pointing up and pull outward. It will pull out a short distance and make a slight clicking sound, (see *photograph 5*).

At this position, rotating the handle will engage the control lug. This is the equivalent of using a control key with a keyed I-Core. Rotating the handle at this click stop position will allow you to either



3. Undoing the retaining screw.



5. Rotating the handle.



6. Rotate the handle clockwise until it stops.



7. Insert the T-Core into the IC housing.



8. When you turn the handle you will be operating the lock.



9. Reinstall the retaining cap.



4. Remove the retaining cap.

retract or extend the control lug for installation or removal of the T-Core. Rotate the handle clockwise until it stops (see *photograph 6*). The control lug will be fully retracted and you will be ready to install the T-Core into the IC housing. Insert the T-Core into the IC housing and push inward until it stops, (see *photograph 7*). Make sure it seats fully into the IC housing.

You can then rotate the handle counter-clockwise to extend the control lug and secure the T-Core in the IC housing. The handle will point upward (or at 12 o'clock) when the control lug is fully extended. If you push the handle back inward, you will hear it click as it seats in the normal position for engaging the lock mechanism. When you turn the handle now you will be operating the lock in the same way you would otherwise use an operating key with a keyed I-Core (see *photograph 8*). Reinstall the retaining cap and reattach the screw to complete the installation, (see *photograph 9*). A Torx screw is included with the unit if you wish to make it more tamper resistant. If you need to remove the T-Core, just remove the screw and retaining cap and repeat the steps shown earlier. Installation and removal couldn't get much easier.

The T-Core is a very clever and well-designed item. It isn't necessarily an item you will use every day, but there are enough situations where having one or more on hand will get you out of a jam from time to time.

For more information about the T-Core, contact Fuller Bros. Lock, Inc. You can reach them toll free at: (866)839-6286. **INL**

TECHNITTIPS

2004 Year End Winners

Grand Prize

Silca Bravo
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Jeffrey Hula
from Virginia.

1st Prize

HPC 1200
PUNCH Machine



William Kimbley
from California.

2nd Prize

Kaba-Ilco
Power Lever



George Kenney
from California.

3rd Prize

SDC
Magnetic Lock



Bob Roman
from Maryland.

4th Prize

Securitron
Unlatch



Mike Gallagher
from Illinois.

5th Prize

LaGard
SMARTGARD



Peter P. Schifferli
from New York.

6th Prize

DETEX Advantex



Gregory R. Koonce
from North Carolina.

7th Prize

Arrow 400 Series
Alarmed Exit Device



Larry Bors
from Oklahoma.

8th Prize

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Auto Products



Pete Gamble
from
North Carolina.

9th Prize

\$500 in STRATTEC
Auto Products



Bob Floyd
from Arkansas.

10th Prize

Tech-Train JIFFY JACK



Mark Rankin
from California.

11th Prize

Sargent &
Greenleaf 6120



Jerry Goddard
from Indiana.

12th Prize

High Tech Tool Set



Joey Panico
from New York.

13th Prize

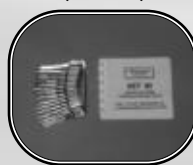
Major Manufacturing
HIT 111



James Unsworth
from British Columbia.

14th Prize

Baxter #90 GM
Tryout Keys



John Dorsey,
CML, CPS, CFL
from Wisconsin.

15th Prize

Sievekings
Squeeze Play



James Moorman
from Texas.

16th Prize

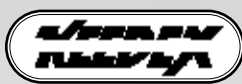
A-1 Security
Installation Jig



K.D. Harris
from Kansas.

17th Prize

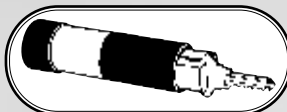
Keedex Sampler



Leo Meres
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18th Prize

Framon
Impressioning Handle



Al Ernst
from Minnesota.

19th Prize

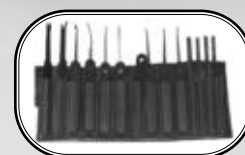
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A Few Words From Jake...

Next month (February), I will celebrate my eleventh anniversary as the Technical/Technitip Editor of *The National Locksmith* magazine. During my tenure, I've seen a lot of changes to this column (I've been responsible for a few, myself) and I have watched the list of prize contributors and the prizes that we offer grow, and grow, and grow. And, I've received a lot of mail, emails, and phone calls from appreciative locksmiths that have received one, or more of those prizes because they took the time to sit down, write an idea and send it to me—an idea that I published in this column.



**by Jake
Jakubowski**

As most of you are aware, there are two levels of prizes. On the first level, every locksmith who has a tip published receives a monthly prize. Then, every locksmith who had their tip published that year is eligible for a year-end prize drawing, where twenty or more locksmiths are selected to receive a great year-end prize.

That year-end drawing sort of makes the January Technitips Column, my favorite column. Why? Well, it's really simple: I get to give away a lot of great stuff and some locksmiths might think that Christmas comes twice each year. Can't hardly beat that, can you?

You've probably already read the year-end winner's list. But I want to thank each of those locksmiths for sharing their ideas, tips and tricks with all of my readers. It is those folks that contribute so much to making this column the most popular in the magazine. I would also like to thank our many prize contributors—without them, my tipsters wouldn't be having double Christmases!

Over the last decade I have received, read, edited and published an awful lot of tips and awarded an awful lot of prizes. However, I feel that I've been the real beneficiary in all of this. First, I have learned a great deal about locksmithing and locksmiths from editing this column. Second, I have learned how eager manufacturers, distributors and others are to help promote education and disseminate knowledge to locksmiths in general.

My hat's off to both groups, and I hope that I can continue to be a small part of the interaction between the manufacturers who unselfishly support this column and the locksmiths who so willingly share their knowledge with other readers.

While we're on the subject of locksmith education and manufacturer's support, check out my new web site: <http://www.purejake.com> for some radically new and different educational opportunities.

See y'all next month!



- WINNER -

Keeping The Keys in Place

I live and work in a rural area, which requires me to drive on dirt roads. While trying to arrange key blanks for easy access I purchased the No Spill hooks by PRO-LOK.

Although with all the bouncing on the secondary roads, the keys would stay on the hooks, the peg hooks would fall off my pegboard. Funny thing—the No Spill hooks did keep the keys from flying everywhere.

However, I would like the hooks to stay where I put them as well as

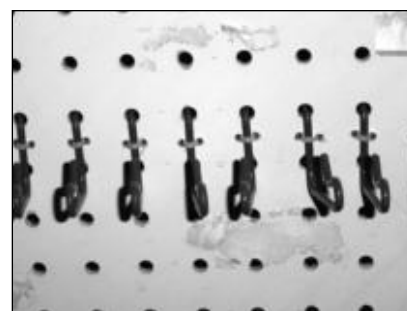


Figure 1.

the keys; and here's how I managed to solve my problem.

I drilled small holes on both sides of the peg hook, midway down the shaft and attached them to the board with small plastic zip ties (see figure 1).

*Jay D. Reedy
Tennessee*

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WEDGECO

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Rekey Tip

I rekeyed a Schlage lock for a commercial customer who had experienced some employee turnover. The next day he called me and said that he had found an old employee in the store and asked how he had gotten in. He had used his old key. I arrived and verified that the old key would not turn the lock.

He (the employee) said you had to pull the key out a bit to get it to turn. I had used a precut with 33363. The old cuts were 64483. I took the lock apart and watched the pin action as the key was pulled. The pins rode up on the slopes of the cuts and there was a point where everything lined up well enough for the cylinder to turn.

In addition to checking for master wafers and good spring condition when rekeying a cylinder, it is also advisable to pull the key to make sure the pins won't slide up the sides of the cuts and give proper alignment for the cylinder to turn. Doing otherwise may end up costing the locksmith a lot of money, especially if the store or residence suffers losses due to the use of the old key.

*Tom Fagan
Texas*



STRATTEC

- WINNER -

Quick Tool For Opening Electric Locks

This simple tool is made out of about 400mm of two-wire flex wire, two female spade terminals and two sharpened wire nails.

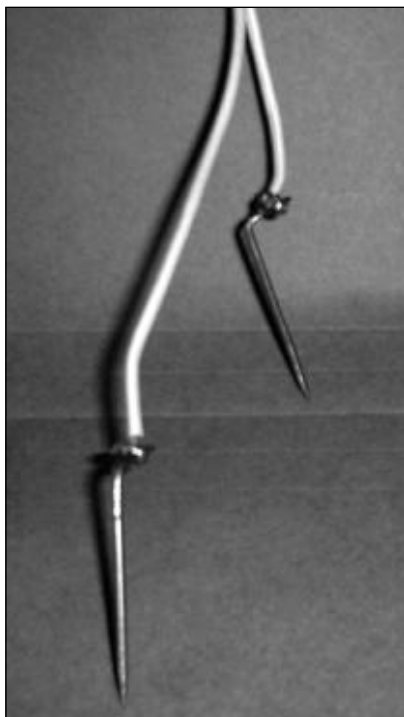


Figure 2.



Figure 3.

All you do is crimp on the two terminals to one end of each wire and solder the two sharpened nails to the other ends (see figure 2). Almost all mobile locksmiths should have a cordless drill these days. Just attach the terminals of your Quick Tool to the battery of your cordless drill and you have a mobile power source for testing electric locking devices.

When you come across an electric lock, lockout situation, all you have to do is locate the wire leading from the lock, push in the sharpened nails points into each wire and BZZZZZZ, the lock will open! This tool is also great for testing that an electric lock is working without having to wire it up entirely.

Quick tip: When soldering the nails onto the wire make one side of the wire shorter so that the two nails won't touch each other and cause a short (see figure 3).

*Ed Gorgulho
South Africa*



- WINNER -

A Really Swift Van Clean-Up Tip

Having a clean van is important to me. I think it looks more professional. I usually run mine through a car wash a time or two each week and spend a couple of hours on the interior on the weekend.

With all of the road construction going on this time of year, the interior gets pretty dusty. In the past it would take at least an hour with a dust cloth to get it all up. Using the corner of the cloth in the dash vents and crevices is really a pain.

This past Saturday afternoon I was digging around under the kitchen sink trying to find a decent dust cloth when I came across my wife's Swiffer. You've probably seen the TV commercial with the lady dancing all over the house dusting with her trusty Swiffer.

The tool is nothing more than a dust cloth comprised of a bunch of flat, featherlike fingers, mounted on a plastic handle. The working end is replaceable. When it gets loaded up, just throw it away and slide on another one.

I gave the Swiffer a try in the van and was amazed at how well it worked. The little fingers got into every nook and cranny and collected dust like magnets. I dusted everything in sight, including the air conditioner vents and instrument panel, key machines, benches, and all of the cabinets in just under 15-minutes.

The Swiffer should be available at most grocery stores, Wal-Mart, Home Depot, etc. Or, just do what I did and look under the kitchen sink!

*Mike Neely
Iowa*



SARGENT AND GREENLEAF

A lock on security.

- WINNER -

A Better Bump Key

I'm sure most all locksmiths have heard about bump keys by now and how good they work on some of the

harder to pick locks. These keys can easily be made with your code machine using the correct depths and spacings for the particular bump key you want to make.

You will only need to cut each cut on the key a few thousandths of an inch deeper than the deepest cut for that particular lock that you wish to open. For instance on the Schlage 5-cut using the SC-1 blank you would cut all 5 cuts a few thousandths deeper than the #9 depth. They also seem to work better if you start a 6th cut on the end of the 5-cut blank using the same depths. Just slightly debur on key machine wheel and leave the tips on the key.

However, there are some locksmiths who do not have a code machine. The bump keys can still be made using the deepest depth key for that particular key (say for instance an SC-1). You would only need to take a #9 depth key and duplicate it onto another blank after putting a piece of paper under the blank you are duplicating the cuts on. This will make your bump key a few thousandths deeper than the depth key.

For those who have not yet used bump keys, lube the lock and then slide the bump key all the way into the lock. Then pull it back one space. Using a long thin tension wrench (or similar object) placed through the hole in the head of the key—use just barely enough tension to keep the tension wrench from falling out of the keyway.

Then using a small block of soft wood (approx. 1/2" x 1" x 6" long), give the head of the key a good solid rap. At the same time the wood hits the head of the key apply slightly more tension and the key should turn. It will take a little practice to coincide the rap on the head of the key by applying slightly more tension at the same time. Always make sure to pull the key back one space each time, before you rap the head of the key.

If you can bump the key to the locked position but not to the unlocked position, try pulling the key out while the key is turned. (It may or may not pull out dependant on the actual cuts) If it pulls out use your plug spinner to spin the cylinder to the unlocked position. If the key will

not pull out carefully cut a slot directly from the top of the key to the hole in the key head. Place the flat blade of your plug spinner in the slot and spin the lock to the unlocked position.

Clarence "Sonny" White
Illinois



— WINNER —

Rekey Trick for Auxiliary or Surface Mounted Deadbolt

I'm sure that like me, you have gone out to change the combination on a surface mounted deadlock like a Segal 667 or similar type and have had a hard time getting the lock to work smoothly and not bind after changing the keys.

I found a little trick you may want to try next time. It works very easily if the back plate is large, like the one that comes with a Segal 667. If it is not, this trick's a little harder, but still works.

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First try the old keys before doing anything to make sure the lock is working smoothly. If it is, remove the lock from the door and make sure the cylinder screws are tight. Then take a self-drilling screw and put it through the back (mounting) plate and into the door. This will keep the plate on the door when you remove the cylinder.

Then rekey or replace the cylinder, whichever you have to do and reinstall the cylinder. With the screw in the back plate the cylinder will go back in the same exact place it was before removing it. In other

words, the self-drilling screw maintains the proper alignment of the plate. Remove the self-drilling screw only if it hits the shutter guard. If it doesn't there is no need to remove it.

Reinstall the lock and everything should work nice and easy. Since I started doing this I have saved a lot of time and frustration not having to tap the lock around until it works easy. Some of the imported cylinders come with a back plate with two extra little holes and screws in it that do the same thing if not next time give it a try.

*Joey Panico
New York*

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ilco
- WINNER -

Titan Rekey Tip

Recently, I found myself on a job rekeying Titan deadbolts and knob sets. The customer also wanted several duplicate keys. I wound up cutting all the Titan blanks I had with me to fill their request for additional keys.

The problem arose when I needed to reinstall the cylinders in the knobs. I had no extra keys to make a control key from, and I didn't want to short the customer any duplicates.

Well, I found a solution. I decided to try putting the pliers on the head of the key for a little additional turning pressure, guess what, it worked, with a little extra pressure, and some jiggling, I was actually able to reinstall the cylinders back in the knobs.

Editor's Note: KD, having shaken hands with you on several occasions, I don't believe you could have put just "...a little additional turning pressure" on anything! Just kidding, my friend! However, I would suggest that this tip should be a last resort type of thing.

I've had good luck picking those cylinders both for removal and installation. Also, I've used KW10 (six pin Kwikset) blanks by modifying the shoulders and then cutting a notch in the bottom. In fact, I recall one incident where I used a KW1 blank and cut the head back to get the extra length that I needed.

Regardless, thanks for the tip and it is something that should be filed away for the time when all else fails.

*K.D. Harris
Kansas*



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- WINNER -

Modified Ace Picking Trick

I have recently picked up a lot of jobs that necessitated the picking of 7-pin tubular locks. Being that this is something I haven't really done much of till now, I purchased and use an HPC TLP-C, Model-B, 7-pin pick; which brings me to my tip:

HPC recommends that the user set the tool by using the washer to push all the feelers past the end of the tool, and then press the barrel against a flat surface until the feelers are flush with the end of the barrel. Then, the instructions say to insert the tool into the lock, and with a twisting-and-pushing motion, pick the lock. I found this to be a very tricky process, and the tool would often bind if not held properly.

When this happened, I found the pick would push the feelers way out of line (Especially on newer cylinders with minimal wear.) and I would have to start the whole process over again. That, coupled with the fact that I haven't mastered this picking technique yet, it sometimes took me a long time to pick one of these cylinders. Which led me to develop a method of picking that works very well for me.

Instead of HPC's technique, I pull all the feelers all the way to the back of the tool (toward the handle). Then lightly push the tool as far in the cylinder as it will go and maintain that light pressure. Then I push one feeler in as far as it will go and tighten the tension ring so that it just holds the feeler in. Then I push the rest of the feelers all the way in making sure the tension ring is tight enough to hold them. If any slip, I tighten tension ring a little more.

While "setting" the fingers in this manner, I continue to maintain the original inward light pressure and gently rotate the tool handle back and forth as far as it will go—it travels very little. During this phase of my process, I watch the feelers for movement. If I don't see any movement, I loosen the

tension ring just enough to know I moved it. I continue this until I see a feeler move.

Once I see there is no further movement of the feelers, I know the tool is "set" and continue my rotational movements, with a slight rocking motion until the cylinder turns. When it does, I do not remove the pick. I stop the turning and tighten the tension ring so that the feelers will not move out of position. When I have the tension ring properly set, I remove the pick from the cylinder.

Now I can gauge the pick and cut a key. I have done a few locks this way in the field, and practiced a good deal in my free time. I found this method to be quite efficient. Even on new cylinders. I can usually "pick" them in under two minutes.

Another good point is that while picking, I can remove and reinsert the pick without starting the whole process all over.

*Jeffrey S. Borowski
Wisconsin*

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Shim Holder

I know there are tools out there for this, but I didn't have one at the time. So, when I needed help holding a curved shim while I inserted it into a cylinder; I found that the eraser end of a plastic mechanical pencil makes a good shim holder. Pull the eraser out, put the shim in then put eraser back in. It grips the shim and holds it firmly.

In this case it sure helped me complete a job with a lot less hassle.

*Bob Stewart
Missouri*

Sieveking Products Co.

- WINNER -

Older Ram Charger Tip

I had a call from a gentleman the other day to make keys for a 1988 Ram Charger that he uses for a plow

truck on his farm. With cold weather getting close, he discovered that his keys were nowhere to be found and he needed me to make a set for him.

I did my homework before I left the house and found that the door and ignition used the same key. Since it was a 5-pin lock, I figured it would not be that difficult to impression, if I had to. Although I also thought that since I'm fairly new to the trade, it might be easier for me if I could pull the lock and decode it. After all, the information I had suggested to me that there were just two screws and a lot of clips around the door panel that held the panel to the door. And, I thought that in spite of the clips, etc., I could pull the lock and be on my way as quickly as I could if I tried to impression the lock.

As I opened the passenger-side door, I located the screws and grabbed my screwdriver. Almost immediately, I noticed a small plastic vent on the side of the door and thought I might first explore the opening it covered; just in case I could find an easier way of doing the job.

Using a small screwdriver, I gently pried down the two plastic tabs on the top of the vent and removed it. Immediately behind the vent was the lock. It was a simple matter to pull the retaining clip, remove the lock, decode the bins and replace the lock and clip. I had a working key in about 15 minutes.

I suppose with a little practice I might be able to impression one of these locks in about the same time, or maybe less, but since I am fairly new, I thought that removing the lock and decoding it was the quickest way for me to do the job. And with the location of the "vent" and the ease with which the lock could be removed, I believe that in the case of this vehicle, I was right.

I don't know how many of these vehicles are left out there, but I think it would be worthwhile for anyone who encounters one to check out the "vent" I mentioned. Just three cautionary notes: Don't break the plastic tabs on the louvers. Don't drop the retainer clip into the door cavity, and use a small pair of ViseGrips[®] to keep the linkage from falling into the door.

*Rich Hallowich
Pennsylvania*

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Yale 5400 Function Conversion

I have several customers who have the Yale 5400 series entry lever locks with a classroom function. They wanted to have locks with a storeroom function, but did not want to pay the price of a new lock.

So after looking at the lock, I found that when you remove the lock assembly from the outside lever by removing two screws, there is a "tab" that sticks out of the shaft. When you file this off, it becomes a storeroom function lock. Both customers were very pleased at the results.

*Jess Tom
Iowa*

LELAGARD
- WINNER -

Cam Lock Tool Trick

I've designed a very handy tool for aiding in the installation of cam locks in wooden cabinets. It's easy to make and doesn't leave you gasping for breath from the smoke or chiseling from impossible angles.

The next time you install a deadbolt on a metal door keep the metal cutouts. Save them for the next couple of installs so you have a few of them. Take a 4" bolt the same diameter as the pilot hole in the center of the cutouts.

Put the cutouts on the bolt lock them in place with a nut on the other side (*see figure 4*). Use a Dremel® Tool and cut notches into the metal cut outs to make teeth like a saw blade.

Now you have a tool that you can use with your drill to cut perfect notches in cabinets with out filling the place with smoke or chiseling your notch. Works great and I still use the same one I made six years ago.

*Ian Greene
Kentucky*

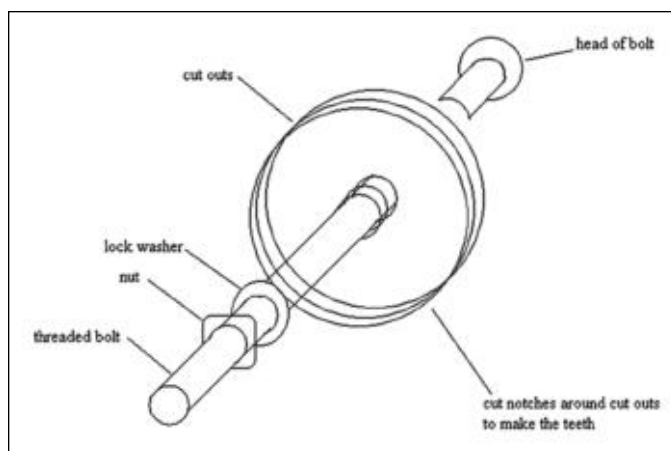


Figure 4.

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Diebold

Bubble-Dial Ledger Safe with MP Lock



by
Dale Libby, CMS

Some of my more interesting safe opening jobs occur when I team up with Bob Sieveking, the “Lock Doctor” from Rockford, Illinois. I am known as “The Lock Doc” from Elgin. We are about 60 miles apart and get together as often as we can. It is interesting having arguments and discussions about safecracking. We both have a lot of experience and we approach safe openings from different angles. Somehow, between the both of us, the safe succumbs quickly to our combined assault.

Bob is a manipulator. He is thorough and didactic. He

spends quality time with the unit in question before he calls me. This particular Diebold Ledger Safe came equipped with a Diebold 177 MP combination lock. When the correct numbers are dialed, the dial is turned back to zero (0) and the dial is pushed in and turned to the right. Just a week previously we had worked on another Diebold Bubble dial without the MP function. Bob was able to manipulate that unit open, but we wanted to drill this safe open with a TV camera attached to a borescope to see if change key hole viewing was possible. The Double Door Bubble Dial Diebold ledger safe is shown in *photograph 1*.

Diebold uses this dial and handle configuration on both

safes and vault doors. The dial is extra large and made of clear plastic. I call it a bubble dial (like a giant soap bubble). The threading on the dial spindle is 1/4" by 28 threads/inch. The dial cannot be pulled without ruining the dial, so it is important to drill the safe without ruining the dial unless you have a replacement Diebold dial, spindle and ring. In *photograph 2*, you can see the square type plate hinges Diebold used on a lot of its safes. The dial and handle are an easy “give-away” that the safe has a Horizontal Left mounted type lock.

On this lock, the end of the combination lock bolt blocks the drive cam. The handle is turned right or clockwise to open.



1 Bob and the Double Door—Bubble Dial—Diebold Ledger Safe with Manipulation Proof lock.



2 Close up of Dial and opening handle and plate hinges.



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3 Bob Drills the side of safe marked at 1/2" below dial and 3.25 inches back from door front.

We decided to side drill this insulated unit. We measured 1/2" below the dial center and marked it on the side of the safe. We discussed about how far back to drill to just skim the edge of the safe door. We decided on 3 1/2" back. This was the perfect measurement. We came out just at the back of the inside of the safe door with a direct line on the change key hole. Bob is side drilling the safe with a 1/2" Makita hammer drill in *photograph 3*.

The whole purpose of this opening procedure was to set up a Hawkeye borescope with a camera and a small portable TV to view the wheels through the change key hole. Instead of buying a

special borescope holder, Bob made his own magnetic borescope holder. Instead of attaching the holder to the borescope tube or mirror tube, his holder attached to the Mag-Lite base of the flashlight, (see *photograph 4*). This worked quite well in this particular application. It could also be adapted to hold a light source cable if needed. Oh, the wonders of Velcro strapping and magnets.

Having some sort of borescope holder when reading wheels through a change key hole is very important. Before I made my holder, each time I wanted to view the wheels, I had to search for the change key hole again. I would make a mark on the mirror tube

for that particular safe to help in positioning. This old method might take 45 minutes or more.

Now, I use a soldering fixture with small alligator clips (not shown in this article). They clip to the mirror tube lightly and hold it in place while viewing. To hold the fixture to the safe I glued some sealed harddrive magnets from an old broken computer. These magnets are so small and strong that the first time I used them; I had trouble taking the fixture off the door itself. I have since put tape on the magnetic base that makes taking the magnets off the safe and positing the fixture much easier. The average time now, with the fixture in place to read the wheels is about 10 minutes.



4 Bob's homemade Hawkeye borescope magnetic holding tool.



5 Bob's homemade magnetic RCA small color TV receiver holder ready to be attached to the borescope camera.



6 Dialing the safe open, quick and easy.



7 The ledger safe filled with a large coin collection.



8 The "real" Bob Sieveking smiling.

Now we needed to install a small camera on the end of the borescope. Bob bought one from Lockmasters specifically for the Hawkeye 17-inch borescope. Bob also bought a small color portable battery operated RCA TV from Radio Shack with appropriate cable. He made another magnetic holder for the television with Velcro. This is shown in **photograph 5**. This little TV had a color picture that showed up quite well for this application. Bob is dialing the unit open in **photograph 6**. The set up for the job took longer than the dialing the unit open.

The Diebold 177 regular and MP lock use a zero change index

to change the combination. This means that to change a combination, one dials the opening combination of the safe without the last turn right to stop. Once the combination numbers are dialed to the opening index, the correct change key is inserted into the lock and rotated counter-clockwise to stop. The little flag on the change key raises the locking lever above the wheel pack. Then the new combination is dialed to the opening index. When the change key is removed, the combination is changed. This means that someone who did not really know the combination of a safe with a zero change index could in fact change the combination with the safe door

open and come back later and open the safe set to the new unauthorized combination.

That is the reason that now, most combination locks require the old combination to be dialed to the changing index before the new combination could be set. An interesting fact that makes change key hole reading easier on offset indexes than on Zero change indexes. On an offset index lock, the change key hub is exactly 50 numbers above or below the gate. This makes finding either the gate or hub index easy and automatic. But on this lock the gate is either 60 or 40 numbers from the gate in the wheel, depending on which way you are rotating the wheels.



9 Door and WEST facing lock bolt configuration. Simple and elegant.



10 Close up of the Diebold 177 MP safe combination lock with the cover removed. Gate and change key hub are not 50 numbers apart. (60 or 40 numbers, depending on direction.)



11 Working on the two-part drive cam mechanism.

With the use of the scope and camera, the opening was easy even with the gates and hubs not lining up 50 numbers opposite. We found the last gate number quickly and then found the hub number when turning left. We wrote the hub number down. This is the last number of the combination. We quickly found the second and first numbers. When all three hubs were aligned (we could see this through the fine optics of the Hawkeye scope) we turned the dial back to zero, pushed it in and turned right to the *Stop* position. The lock opened on the first try. We were happy and elated and so was the customer.

This safe came through family members who did not know the contents. This was a ledger and legacy safe at the same time. The safe was filled with a rather extensive coin collection in folders and boxes (see photograph 7).

Now, it is time for you to see more of Bob Sieveking than just the back of his balding head. This was an order from Jane Sieveking, his wonderful wife. In past articles I have only shown Bob peering into a borescope from the back showing his balding pate. (I should talk, I am completely bald). So, for Jane, (under threats) here is a picture of the victorious Bob in front of the open ledger safe, (see photograph 8).

center bolt fits into the left safe door when locked. There is no external relocking device on this safe, (see photograph 9). The lock body is mounted on hardplate. Drilling from the side of the safe bypasses the hardplate and does not require the replacement of the lock or dial. The side hole was filled with taper pin and ground smooth.

Photograph

10, shows the lock with the cover off. The gate is to the right of the lever and the hub is at the bottom, clearly not 50 numbers off. You cannot see the cam on the lock, but it is a two-piece component. It is removed in the normal manner, but when it is unscrewed off, it is rather different. After cleaning up the two pieces and lubing the cam and spindle area, the drive cam unit is reassembled not too tightly. The drive cam is split with a cutout on

After removing the back of the door we see the standard or classic arrangement of the combination lock and the opening cam. Again, from the outside the lock is mounted horizontal left. There is a top, side, and bottom bolt securing the door. The

the inside of the outer cam. When the combination is dialed in, the dial must be returned to zero so the dial can be pushed in. When the cam is moved far enough, it allows the lever to fall into the cutout of the cam, into the gates, and allows the lever to pull the bolt open.

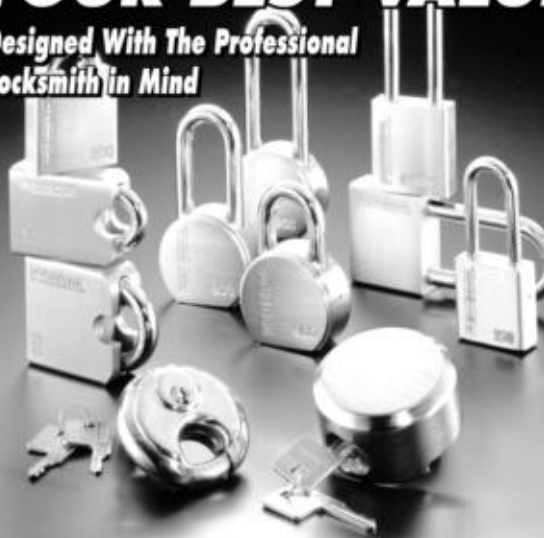
Photograph 11, shows the inside view of the back of the drive cam. A small cutout can be seen in the cam. This is part of the manipulation proof feature of this unusual and not too often seen lock. Even with the lock lubricated and adjusted properly, it did not work too well. The dial was hard to push in. It was even harder, but not impossible to lock. The customer did not want a new lock and dial. He wanted the opening as cheap as possible. The heirs were more impressed with the large coin collection and did not seem too interested in having this ledger safe working or not.

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by
**John
Blankenship**



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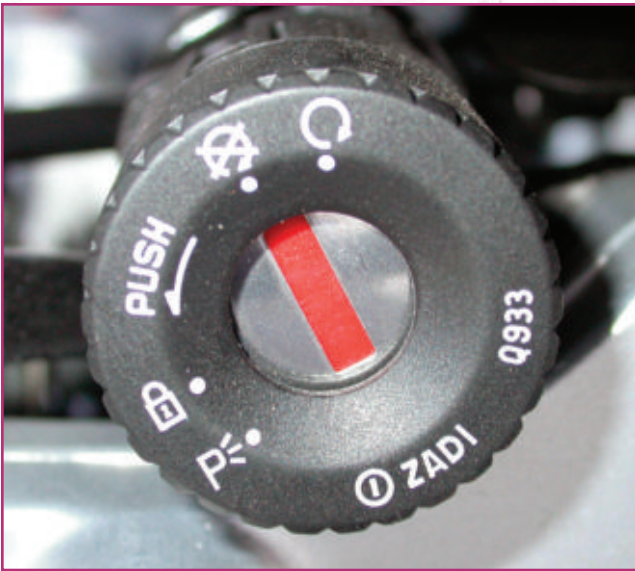
2 The original keys on the right are made by Zadi. A code cut Silca ZD24RDP is on the left.



3 The code is on a tag attached to the keys when the bike is bought new. The cuts for Zadi code 8220 are 131221.



4 The ignition/steering lock is the only lock on the motorcycle and is located between the handlebars and instrument panel.



5 The lock is shown in the OFF position, which means the ignition is off but the steering is not locked. To lock the steering turn the handlebars to the right or left, push the plug in, and turn it 90 degrees counter-clockwise to the LOCK position. Turning it a little farther to the 'P' position (parking lights on). It is not necessary to push the plug in when turning from LOCK to OFF. You can avoid disassembling the lock if you can read and/or impression a key to it. It is awkward to get an otoscope into the correct positions to read all the wafers but you can see some if not all of them. There are six wafers with the odd spaces being on the bottom of the keyway and the even spaces on top. I have impressioned keys to this lock and it is not difficult.



8 Now you have access to the two shearhead bolts that secure the ignition lock. You can gain even more clearance by using a hex key to remove the bolt in the upper-left corner and another bolt to the left of it so you can remove the instrument panel. Use your favorite method to remove the shearhead bolts and pull the lock out. Various ways are to use a Dremel to cut screwdriver slots, drill and use a broken bolt extractor, or use a spring-loaded center punch on the edge of the bolts to turn them counter-clockwise, then remove the two Phillips screws that secure the switch to the back of the lock. Remove the switch and you can take the lock to a bench.



6 Use a 5.5mm hex key to remove both bolts that secure the front turn signals and the headlight cover. Watch the clip-on nut so it does not get lost.

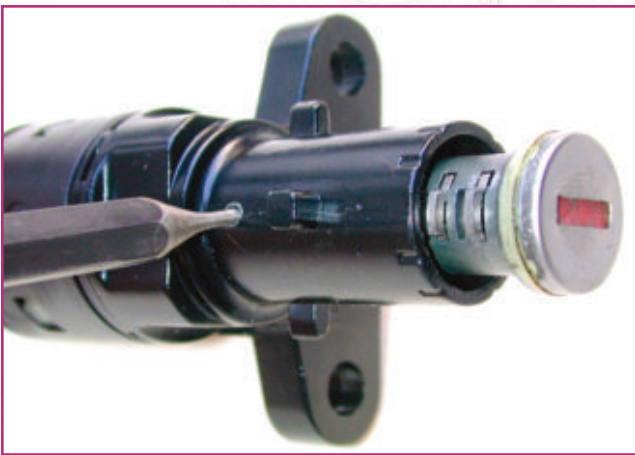


7 After both bolts have been removed pull up on the headlight housing to remove the two bottom mounts from their holes in the front fender. Then set it aside and allow it to hang from the cables.

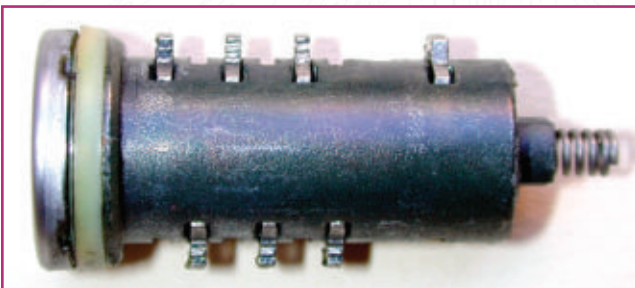


9 Remove the face-cap/sleeve from the ignition lock. Use two small screwdrivers to pry up the locking tabs on both sides of the sleeve and then twist a large screw-

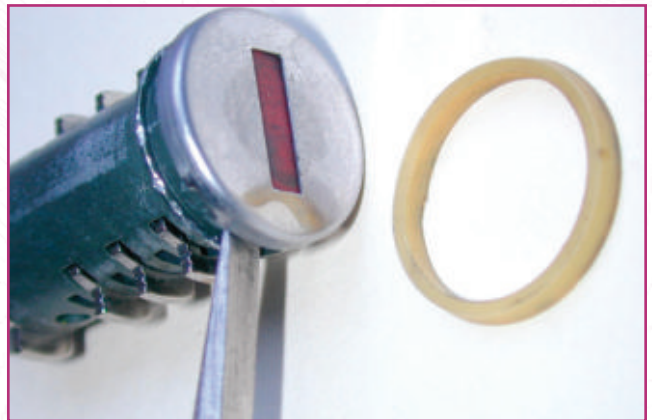
driver between the back of the sleeve and the housing to push the sleeve forward and off of the cylinder. The photo just shows one of the small screwdrivers prying up the locking tab, but you need to pry up both sides at the same time. It helps to hold the lock in a vice while you do this.



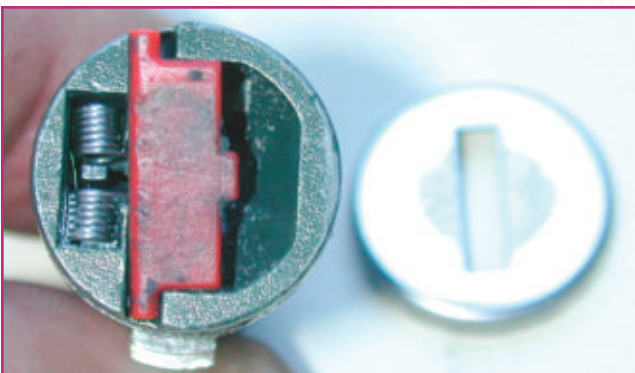
10 With the lock in the **OFF** position, drill a small poke hole 1.25 inches (31.75mm) from the face of the plug in line with the keyway and on the opposite side from the steering lock bolt. Be ready to stop drilling immediately when the drill breaks through to avoid damage to the retaining wafer. Use a punch or similar tool to depress the retainer and the spring on the back of the plug will push it out slightly so you can grab it and pull it out. You do not need to worry about the tumblers falling out. The lock needs to be in the **OFF** position in order to remove the plug due to lateral locking grooves in the cylinder that will trap the tumblers and retainer when in the **LOCKED** position. I was able to pick this lock from **LOCK** to **OFF** by raking the tumblers on both sides of the keyway.



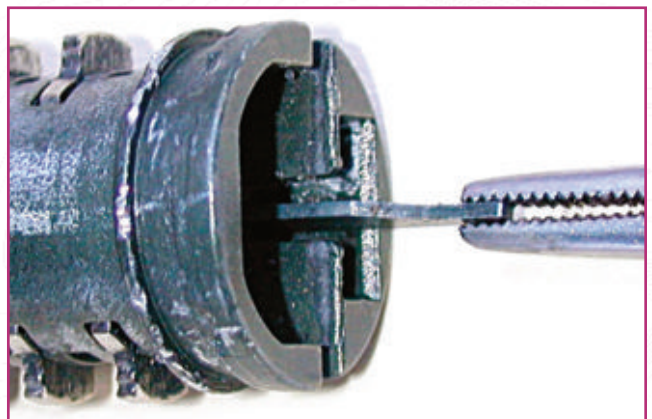
11 The plug contains six wafer tumblers staggered on both sides of the keyway and the wafer retainer that cannot be touched by a pick in the keyway. Insert a key blank and you can read the height of the tumblers to obtain the cuts. The spring in the back of the plug stays in place pretty good but be careful not to lose it.



12 You must remove the facecap from the plug in order to remove the tumblers. Remove the plastic ring and use a small screwdriver to pry up the crimps so you can pull the facecap off.



13 Remove the dust shutter and spring. The rectangular end of the tumbler retainer bar is visible in the gap between the two coiled sections of the spring.



14 Grasp the end of the tumbler retainer bar with forceps or tweezers and pull it out of the plug. Pay attention to which end to insert first when reassembling. Do not allow the tumblers and retainer to spring out and get lost or mixed up.

Codes: 8001-9554

Blank: Silca ZD23RCP or ZD24RDP

Spacing: 1=.146, 2=.256, 3=.366,
4=.476, 5=.587, 6=.697

Depths: 1=.310, 2=.281, 3=.252, 4=.224

Note: Most code programs show the following depths because these codes first came out using the Silca ZD10P blank, which is .301 wide.

Depths: 1=.301, 2=.276, 3=.250, 4=.224

DSD: 735



15 The tumblers are numbered per depth. The tumbler retainer bar is shown on the bottom.

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TEST DRIVE

HPC SUT-14

Hollow Follower Set

THE NEED:

Every locksmith must have some form of plug followers (or plug pushers) to be able to rekey locks. Most of us have several sets. Some even make their own from different items they have around the shop. No matter what we use for followers, a wide assortment of functions is needed. The follower used for a Weiser knob will not work for a peanut cylinder, and the one for a Corbin Heavy Duty cylinder is too large for the Weiser. An assortment is needed, and keeping track of them can become a bit of a problem since they seem to disappear just when you need them most.

THE ANSWER:

HPC has seen the need to have a set of followers that you could keep in one location and still have the variety needed. Their answer is the SUT-14 Hollow Follower Set. The set consists of three popular sizes of chrome plated hollow brass followers.

Since each follower is hollow, they easily fit inside of each other and the set fits inside a convenient storage tube that is covered by an easily removed cover. They are all kept in one location and that makes it easier to keep track of them.

The three sizes are the SUT-14-A, which is .550 inches or 14 mm in diameter, the SUT-14-B, which is .495 inches or 12.6 mm in diameter and the SUT-14-C, which is .395 inches or 10 mm in diameter.

The SUT-14-A is perfect for the heavy duty Corbin cylinders and does



have a few other applications. The SUT-14-B is the most common size follower, and therefore will be the most commonly used tool. It fits such locks as Schlage, Weiser, Kwikset, etc. It also has a second configuration on the back end of the tool that makes it more versatile and adds to the functionality of the set. The SUT-14-C is commonly used for peanut cylinders, cabinet locks and pin tumbler letterbox locks.

USING THE TOOLS:

It may seem like an overly simple function to most experienced locksmiths, but I think it bears talking about. Using a follower is one of the most common things we do on a daily basis, but how to use them correctly may not be known to all.

The tool is called a follower and that is exactly what they are. They follow the plug out of the shell in order to keep the top pins and springs in place while we have the plug out to work on it. The correct method of usage is to push the plug out with the follower and not to pull the plug out and try to keep up with the movement by shoving the follower inward. The difference is that the follower provides the impetus to move the plug out, thus keeping contact throughout the operation.

To replace the plug into the shell, just reverse the process by pushing the follower out with the plug. Using the correct size follower is critical to be able to replace the plug without loosening top pins or springs.

IN SUMMARY:

DESCRIPTION: Hollow brass follower set with three different diameter followers stored in a tube with easily removed covers.

COMMENTS: Easy to use with many applications. A good tool for daily use.

To remove unwanted master pins, simply pull the follower out one chamber at a time and maintain pressure on all pins not contained by the follower. This takes practice but it is a skill well worth perfecting. I use the tweezers to control the removal of the chips. What you use is your choice but the follower works well for this because the discarded chips will fall into the hollow opening of the follower.

TEST DRIVE RESULTS:

The tools are very lightweight and well made. They stand up to long time use and will be a valuable addition to any locksmith's toolbox. They are very versatile, with many applications and the weight of the tool makes them easy to use.

I find it easy to place three nails on my workbench and place the tools separately on each. This makes the tools easy to access and I can place the tweezers and other small tools I use on a regular basis inside the follower.

A very well made, long lasting, versatile tool. I highly recommend the HPC SUT-14 set.

If you would like more information about the HPC SUT-14 hollow follower set, please contact your distributor or HPC at:

HPC Inc.


3999 N 25th Ave

Schiller Park, IL 60176

Phone: 800-323-3295 or 847-671-6280

Fax: 847-671-6343

Email: hpc@hpcworld.com

Website: www.hpcworld.com 

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STRATTEC Announces New Avenues to Sales and Profits Via New Keys and Software Upgrade

STRATTEC Security Corporation, the world's largest manufacturer of automotive locks and keys, is announcing a number of exciting new product developments and enhancements to assist sales and profits for locksmiths everywhere.



According to Jeff Baker, STRATTEC Distribution Sales Representative, the new developments and enhancements "underscore STRATTEC's on-going leadership in the automotive industry,

and our commitment to do everything we can to support the advancement of locksmiths."

STRATTEC Security Corporation traces its roots to the early 1900s and the inception of the automobile. Today, behind almost 100 years of quality, innovation, integrity and value, STRATTEC serves the world's automotive security industry.

Here's a look at what's new for 2005:

CHEVROLET COLORADO & GMC CANYON KEYS

These new quality keys are now approved for use in both Chevrolet and GMC vehicles above. These keys are non-transponder. Both feature OE logos and are available through your STRATTEC authorized distributor.

Order STRATTEC Part Numbers: 692365 (Colorado), 692366 (Canyon)



2005 CHEVROLET EQUINOX XL KEY



This new key is now approved for use in the new 2005 Chevrolet Equinox. In addition, it remains for use in all Saturn vehicles 1997-2003, plus the Saturn Vue 2002-2003. This key is a non-transponder and is available through your STRATTEC authorized distributor.

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2005 PONTIAC G6 XL KEY

This new key is now approved for use in the new 2005 Pontiac G6. In addition, it remains for use in the 2004 and 2005 Chevrolet Malibu transponder-based vehicles. This key is available through your STRATTEC authorized distributor.

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The new STRATTEC XL Ford Read/Write Transponder Key will

allow you to clone from the popular 598333 (H72-PT) Ford PATS key. The new key will work with the STRATTEC

QUICK-CODE 708883 and compatible tools. In addition, watch for the new STRATTEC XL Read/Write Transponder Keys available soon for Toyota, Lexus and Infiniti through your STRATTEC authorized distributor.

STRATTEC Part Number: 692574

Call Your Distributor For Details.

2005 CHEVROLET COBALT KEY

This new key is now approved for use in the 2005 Chevrolet Cobalt, in addition to the 2005 Chevrolet Corvette. This key is non-transponder and features the Chevy Bowtie logo. Available through your STRATTEC authorized distributor.

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For more information on these or any quality STRATTEC locks, keys and accessories, contact your authorized STRATTEC distributor.

